



Transportation Improvement Board
May 18-19, 2006 – Spokane Valley, Washington
Location: Oxford Inn & Suites
15015 E. Indiana Avenue
Spokane Valley, WA 99216
(509) 847-1000

May 18, 2006

POLICY AND PROGRAM ISSUES RETREAT

AGENDA

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2:30 PM	B. Executive order 05-05 Impact on TIB	Rhonda Reinke 1
3:00 PM	C. FY 2008 Program Size & Schedule	Steve Gorcester 53
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(Dinner on your own)



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May 19, 2006 – 9:00 AM
BOARD AGENDA

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| 1. | CALL TO ORDER | Chair Bowman |
| 2. | GENERAL MATTERS | |
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| | B. FY 2008 Program Size & Schedule | Steve Gorcester 53 |
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| | September 21-22, 2006 – North Bonneville | |
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| 6. | ADJOURNMENT | |



Staff Actions on Executive Order 05-05 Archeological and Cultural Resources

BACKGROUND

On November 10, 2005, Governor Gregoire signed Executive Order 05-05. This order requires a cultural resources review by the Department of Archeological and Historic Preservation (DAHP) for state projects involving capital construction and land acquisitions not subject to federal Section 106 NHPA review. The review by DAHP is required as a condition to receive state grants or loans for purposes of capital construction projects unless the program is exempted by DAHP. The Legislature concurred with Executive Order 05-05 in Section 601 of Engrossed Substitute Senate Bill 6241, the Supplemental Budget.

As part of the budget bill, OFM included instructions requiring full implementation of Executive Order 05-05 for capital programs as of July 1, 2006.

STATUS

TIB staff have been working cooperatively with DAHP staff to:

- Meet the intent of Executive Order 05-05
- Lessen the impacts on our customers
- Review projects under 50% design to catch up
- Develop a workable process for the next funding cycle
- Clarify expectations for each agency (TIB & DAHP)
- Identify what programs could be exempted from the process in the future

ACTION

No action is required by the Board

CHRISTINE O. GREGOIRE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • www.governor.wa.gov

EXECUTIVE ORDER 05-05

ARCHEOLOGICAL AND CULTURAL RESOURCES

WHEREAS Washington has a rich and diverse cultural heritage, as represented by the numerous archaeological and historic sites that have been identified and located throughout our state; and

WHEREAS preservation and protection of these sites provides educational and cultural values for all citizens and leads to better understanding between cultures of our shared history; and

WHEREAS many citizens of Washington contribute their time and efforts to preserve and protect Washington's unique archaeological and historic sites, and traditional cultural places; and

WHEREAS these sites and places hold special cultural, historical, and spiritual significance for both tribal members and citizens of Washington; and

WHEREAS the Department of Archaeology and Historic Preservation (DAHP) and the Governor's Office of Indian Affairs (GOIA) have key statewide responsibility to enhance the public's awareness of the need and value of protecting Washington's heritage and establish effective consultation with Native American tribal governments.

NOW, THEREFORE, I, Christine O. Gregoire, Governor of the state of Washington, hereby order all state agencies to:

1. Review capital construction projects and land acquisitions for the purpose of a capital construction project, not undergoing Section 106 review under the National Historic Preservation Act of 1966 (Section 106), with the DAHP and affected Tribes to determine potential impacts to cultural resources. This review shall be required on all capital construction projects unless they are categorically exempted by DAHP. Cultural resources are defined as archeological and historical sites and artifacts, and traditional areas or items of religious, ceremonial and social uses to affected tribes. This review should be done as early in the project planning process as possible. Should DAHP identify a known culturally significant site in the area of a project, or should DAHP inform the agency of the potential that such a significant site is likely to be found in a project locale, the agency shall:



A. Work with DAHP and affected Tribes on appropriate archaeological survey and mitigation strategies consistent with state and federal laws.

B. Consult with affected Tribes in a way that includes a face-to-face meeting or other agreed upon method to discuss the project before a state agency completes the project design. The agency will work with GOIA and DAHP to identify affected Tribes and, if needed, seek their help to arrange a meeting to discuss the project in question. If an agency is unable to arrange such a meeting, it will promptly notify GOIA and DAHP of the situation.

C. Take reasonable action to avoid, minimize or mitigate adverse effects to the archeological or cultural resource.

D. Notify DAHP and GOIA, in advance, of any meeting with affected Tribes during which matters concerning cultural resources related to a capital construction project will be discussed, and extend invitations to both agencies to attend any such meetings. If representatives from DAHP or GOIA cannot attend, the agencies will provide DAHP and GOIA with detailed meeting notes.

2. Submit all agreements between state agencies and affected Tribes concerning cultural resources that are developed outside the Section 106 process for review and comment to DAHP. DAHP's review and comment on any such agreement must occur before the agency can sign such agreement. Consult with DAHP and affected Tribes during project design and prior to construction on projects not undergoing Section 106 review, as a condition to receiving state grants or loans for the purposes of a capital construction project. Should either DAHP or the affected Tribes identify cultural resources affected by the proposed project, the state agency or agencies will ensure that the grant recipient finds reasonable ways to avoid, minimize or mitigate impacts to the resource before state funding is disbursed. State agencies shall take steps to insure that this type of review is incorporated into their grant and loan management process.

3. The Office of Financial Management is directed to include in its capital budget instruction a requirement that agencies consult with DAHP and GOIA, as appropriate, as part of the budgeting process for pre-design, design and construction.

4. To the extent that they have not already received training, all appropriate state agency employees managing capital construction projects or pass through capital grants will attend Government-to-Government training and Cultural Resource training provided by GOIA and DAHP.

5. By January 15, 2007, DAHP shall report back to the Governor's Office and the Office of Financial Management on the implementation of this executive order including any recommendations on ways of improving implementation.

I invite institutions of higher education, public schools, statewide elected officials, boards, commissions, and others to implement the practices herein described within their agencies.

This executive order takes effect immediately.



IN WITNESS WHERE OF, I have hereunto set my hand and caused the seal of the state of Washington to be affixed at Olympia this 10th day of November, Two Thousand and Five.

Christine Gregoire

CHRISTINE O. GREGOIRE
Governor of Washington

BY THE GOVERNOR:

[Signature]

Secretary of State



Board Policy Issues Discussion May 18, 2006

Should the probability of reaching construction play a role in selecting new projects?

Current Practice:

The ability of the project to achieve full funding and reach construction is given only informal consideration upon the Executive Director's review of the priority array.

Policy Issues:

- Unsecured or unlikely funding
- Right-of-way acquisition
- Environmental issues
- Railroad involvement

Policy Options:

1. Should TIB add selection criteria to account for the probability a project will be constructed?
2. Should TIB make it a threshold criterion that the project has a high probability that it will be constructed?
3. Continue with the current practice.

Should TIB fund DOT paving responsibilities?

Current Practice:

TIB funds some state highway projects where WSDOT maintenance money is used as match. A number of those projects have requested TIB increases due to asphalt cost escalation. WSDOT does not pay the added costs because their agreement with the local agency incorporated a fixed price provision.

Policy Issue:

- DOT is responsible to pay for pavement maintenance
- Fixed price agreements between DOT and local agency leave any paving shortfalls unfunded
- Federal funds may be added to projects that have no prior federal obligations
 - Introduces project delay
 - Adds "red tape" and expense
 - May federalize a non-CA project
- TIB often pays the difference

Policy Options:

1. Make paving on state highways ineligible for TIB participation.
2. Do not allow TIB participation if federal funds are added.
3. Inform agencies not to enter into fixed price agreements with WSDOT; Right of Refusal Agreements should be used instead.
4. Continue with the current practice.

Should TIB place a limit on new projects for agencies with large balances and/or delayed projects?

Current Practice:

No limitation on number of projects or amounts awarded even if a project is delayed by many years or there are high balances of obligation.

Policy Issues:

- Delayed projects cause cash flow issues
- Inflation reduces effectiveness of funds
- Need for large increases due to rising costs in future years
- Overly obligated funds in the future effects future program sizes
- Single agencies may greatly skew cash flow demands

Policy Options:

1. No new awards for agencies with delayed projects.
2. No new awards for agencies with large award balances.
3. Limit the number of awards to agencies with either large balances or delayed projects.
4. Continue with the current practice.

Should TIB allow agencies to reapply for currently funded projects that have significant funding shortfalls?

Current Practice:

Agencies may not reapply for currently funded stages of projects but may seek a Board increase. This practice corresponded to a practice of offering nearly unlimited increases.

Policy Issues:

- Fiscal capacity often not available to fund large increases
- Project may die due to shortfalls
- Projects likely to become delayed projects from shortfalls
- Results in more cost increases due to delays

Policy Options:

1. Allow agencies to apply for currently funded projects with significant shortfalls.
2. Continue with the current practice.

Should TIB continue to provide match to small city federal programs?

Current Practice:

TIB automatically funds federal match for projects that would otherwise be eligible for our normal programs.

Policy Issues:

- Providing match supports an efficient practice of distributing of federal funds to non-CA agencies
- Increases TIB's visibility throughout the state
- Small cities cannot afford the required federal match
- Uncontrollable timelines due to federal process and lack of priority to complete and closeout
- Projects might otherwise not complete as a stand alone TIB project
- Costs are higher because of federal requirements
- Non Certified Acceptance (CA) agencies cannot administer their own projects

Policy Options:

1. Discontinue federal match program.
2. Continue with the current practice.

Should TIB give additional points to agencies that maintain their pavement?

Current Practice:

Pavement score is based on Pavement Condition Rating (PCR) and no points are given for proper maintenance.

Policy Issues:

- Not encouraging agencies to maintain their pavement
- Deferral means more expensive to reconstruct rather than resurface
- Difficult to determine if proper maintenance is being done as a practice and not on case by case basis
- Huge backlog of pavement needing attention
- Legislative direction is to fix "worst first"

Policy Options:

1. Give points to agencies that maintain proper maintenance levels by:
 - a. Documenting the pavement management system
 - b. Providing percentage of road budget being used for pavement maintenance
2. Continue with the current practice.

**Transportation Improvement Board
March 24, 2006
Lakeway Inn & Conference Center
Bellingham, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Vice Chair
Mr. John Akers
Mr. George Cress
Ms. Kathleen Davis
Councilmember Bill Ganley
Councilmember Calvin Goings
Ms. Paula Hammond
Councilmember Neil McClure
Mr. Dick McKinley

Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Greg Partch
Ms. Robin Rettew
Mr. David Stalheim
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. Arnold Tomac

TIB STAFF

Steve Gorcester
Rhonda Reinke
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Commissioner Leo Bowman, Chair
Mr. Jay Weber

CALL TO ORDER

Vice Chair Burbidge called the meeting to order at 9:05 AM. She thanked the City of Bellingham and the Port of Bellingham for the waterfront tour and presentation given the previous evening.

GENERAL MATTERS

A. Approval of January 27, 2006 Minutes

MOTION: It was moved by Councilmember McClure with a second from Commissioner Partch to approve the minutes of the January 27, 2006 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet. He specifically noted the letter from Pierce County to Governor Gregoire thanking TIB for providing the funding to cover the shortfall on the D Street Overpass.

LOCAL PRESENTATIONS

Mayor Bud Norris, Esco Bell, and Mike Love of the City of Mount Vernon and Commissioner Ken Dahlstedt, Chal Martin, and Janice Marlega of Skagit County gave a presentation on the Anderson-LaVenture project. This is a \$12 million project that will be broken into several phases, with the first phase costing \$2.5 million. The construction of this new corridor not only accommodates economic development and population growth, but also provides a connector to the freeway system and city grid. The city and county plan to apply for funding from TIB; other funding partners for this project include Skagit County, City of Mount Vernon, Skagit Transit, Department of Ecology, Department of Transportation, Skagit County-Island County RTPO, and the private sector.

NON-ACTION ITEMS

A. Executive Director's Report

Steve Gorcester reported on:

- The end of the 2006 legislative session and the three bills that were of consequence to TIB.
 - The supplemental budget was adopted, which caused a slight loss in TIA because of the revenue forecast and the low ending FY 2006 fund balance.
 - ESSB 6839 passed, which mandates that each biennium \$7 million is transferred directly to TIB. Of that amount, \$2 million provides funding for the new Small City Preservation Program (SCPP) and \$5 million provides funding in the Urban Corridor Program (UCP).

- SB 6162, which adjusted the composition of the board's representation and changed program names, did not pass.
- BNSF is in the process of helping the City of Ridgefield develop an alternate route to the Mill Street project. The alternate route, however, is on a contaminated site and needs to have the approval of the Department of Ecology before moving forward.
- The Spokane Valley Couplet project cannot meet the summer deadline to have this project listed in the Metropolitan Transportation Plan (MTP). The city will likely withdraw this project. The Spokane Regional Transportation Council (SRTC) has offered to replace TIB funds with federal dollars to construct this project in the future subject to inclusion in the MTP.
- Seattle's Alaskan Way project is under construction, but there were concerns that BNSF may withdraw its support, which would result in a cancellation of the project. TIB currently has spent \$1.4 million in design and early construction for this project.
- The City of Tacoma's "D" Street project was awarded because of negotiations between TIB and the city at the request of Governor Gregoire's office.
- The City of Ritzville was awarded \$80,000 through the new SCPP to seal coat designated streets. The city wanted to use the grant to fog seal a street that actually needs to be reconstructed. The legislative delegation for that area was briefed on the conflict and no further discussion or action is needed.
- The SR-27 overlay cost an additional \$14,000. This project was done through the WSDOT/TIB maintenance contract.
- Upcoming ribbon cutting event:
 - City of Yelm – 103rd Street (April 3)

B. Financial Report

Theresa Anderson presented a financial snapshot from March 15. Due to the 2001 program size doubling, this snapshot shows the TIA currently has only a \$2.1 million balance. The 2001 fund series still has \$37 million in obligations. To help alleviate some of the pressure on the TIA, bond debt service payments are made monthly rather than semi-annually and controls over project payments are being maintained. The UATA fund balance is at \$10.9 million. Ms. Rettew requested that future reports include quarterly expenditures for each program is shown with the revenue. She also asked for a cumulative forecast of project payments over the next four to six years with monthly demand and payment schedule.

C. Project Activity Report

Greg Armstrong reported that there were 107 project actions during the last two-month period. This high number was due to the funding of the Small City Preservation Program projects in January. Of the 107 project actions, 56 projects were given construction approval and 25 projects were closed out. The City of Newcastle combined three phases of the Coal Creek Parkway project into one phase, which caused the project report to show it as withdrawn. Project activities for this reporting period resulted in a net increase of \$97,645 in TIB commitments.

ACTION ITEMS

A. Emergent Nature Request

Grant County: Road N-NE – Grant County requested \$796,000 to reconstruct Road N-NE to support the additional vehicle and truck traffic to serve two new industrial facilities. Guardian Fiberglass, Inc. would create approximately 128 new full-time jobs. Additionally, the existing REC Silicon Corporation plans to expand their plant and create approximately 80 new full-time jobs. The county is also asking for funding from CERB for utility improvements. Although the project is located in the county, the City of Moses Lake would provide water and sewer and the road would be built to city standards. The initial project included a sidewalk deviation request; however, after discussion, the Board agreed that a sidewalk or multi-use path needed to be included as part of the project and would authorize up to an additional

\$200,000 to construct it. The county and city both agreed that this was reasonable and would consider an easement or, if necessary, purchase additional right-of-way to accomplish this.

MOTION: It was moved by Councilmember Goings with a second from Councilmember McClure to approve \$796,000 in UAP funds through the emergent nature process for Road N-NE, contingent upon commitments for industrial development. A portion of the project may be authorized with a commensurate reduction in funding if only part of the development occurs, and to approve up to an additional \$200,000 to include non-motorized facilities as part of the project to the extent feasible within the design as determined by TIB. None of the \$200,000 may be authorized unless such facilities are added to the scope. Motion carried with one abstention from Grant County member Dave Nelson.

B. Scope Change Request

Spokane County: Hayford Road – At the January 27, 2006 Board meeting, Spokane County requested a sidewalk deviation to omit sidewalk on the east side of Hayford Road from the northern limit of development activity to the end of the project, approximately 4,950 feet. Due to several concerns regarding urban boundary and eligibility of the project, the Board voted to withhold signature approval on construction until these concerns were addressed.

Spokane County is now requesting the project to continue in its original design and include sidewalks on both sides. Spokane County engineer, Ross Kelly, presented a justification of this project including Airway Heights growth, Northern Quest (Kalispell Tribe) development, Raceway Park located at the northwest end of the project, commercial development (Wal-Mart, etc.), Airway Heights Correction Center, and high traffic volume. The total cost of this project would be \$3.6 million with TIB providing \$2.0 million.

To answer the Board's initial concerns, Steve Gorcester presented federal and urban growth boundary maps to show what was eligible. In addition, he noted that this project was selected on misinformation. The county had listed the Federal Route Number as "1365" on the TIB application, rather than the correct "1365," which would have made the project ineligible for TIB funding. Portions of the project, however, are within the urban growth boundary and TIB-eligible. It was recommended to change the scope of this project and to complete only the TIB-eligible sections, which would result in a surplus of TIB funds.

MOTION: It was moved by Mr. Akers with a second from Commissioner to approve a scope change to shorten the north end of the project from the Raceway Park entrance to Sprague Avenue with a surplus of \$525,300 in UCP funds. Motion carried unanimously.

C. Scope Change and Increase Request

City of Ferndale: Malloy Road – The City of Ferndale requested a scope change to construct a roundabout instead of a signalized intersection on Malloy Road and Vista Drive. The roundabout would be in front of Ferndale High School and would improve safety, eliminate congestion, and provide easier access to the school. The roundabout requires higher design costs and additional right-of-way acquisition. In addition to the scope change, the city is also requesting an increase of \$450,000 to cover these additional costs.

MOTION: It was moved by Mr. Tomac with a second from Mr. McKinley to approve a scope change to construct a roundabout at the five-legged offset intersection, and shorten improvements on Malloy Road to the intersection of Golden Eagle Drive, and to approve an increase of \$450,000 in UAP funds, bringing the total to \$1,078,636. Motion carried unanimously.

This project was delayed for two years while the city and the school district resolved differences in the vision of the final outcome. TIB staff was instrumental in working with the city and the school district to resolve these differences and Mr. Akers wished to recognize staff for helping this project come to fruition.

D. Increase Request

City of Buckley: Main Street and Ryan Road – The City of Buckley rejected the one bid received for Main Street because it was too high. The cost estimate on the Ryan Road application did not anticipate the amount of fill needed for the poor soil conditions, nor did the city anticipate cost increases in materials. These two conditions left a large funding gap for project completion. The city decided to bid Main Street

and Ryan Road together, hoping to capitalize on the economy of scale and receive an affordable bid. The resulting low bid was lower than the previous bid for Main Street, but the combined project still exceeded the engineer's estimate by 54 percent. The city is now requesting an increase of \$500,000 to complete the Main Street and Ryan Road projects.

MOTION: It was moved by Councilmember Goings with a second from Councilmember McClure to approve a \$500,000 increase to repair Main Street and widen Ryan Road and construct ADA compliant sidewalks, bringing the total to \$1,445,000 in SCAP funds.

E. Scope Change Request (*initially*)

City of Pacific: Ellingson Road – Ellingson Road is a four-lane roadway with severely deteriorated pavement and no pedestrian facilities. To fully fund this project, the city would need to request an increase of \$661,620. Staff recommended the city request a scope change to shorten the project limits to between the Union Pacific Railroad tracks and Skinner road. That adjustment would allow the project to remain within existing funding. After seeing the presentation by the City of Pacific, the Board opted to reject the scope change recommendation and fully fund the original project.

MOTION: It was moved by Councilmember Ganley with a second from Councilmember Goings to approve a \$661,620 increase to complete the improvement of Ellingson Road between SR-167 and Skinner, bringing the total to \$1,564,720 in UAP funds. Motion carried unanimously.

F. Increase Request

Town of Pe Ell: Main Street – The Town of Pe Ell requested an increase to replace deteriorating sidewalks along both sides of Main Street. The main reason for the request is due to the increased cost of concrete, which was bid at \$40 per square yard.

MOTION: It was moved by Mr. Thomsen with a second from Mr. Stalheim to approve a \$38,418 increase to replace sidewalks on Main Street, bringing the total to \$145,018 in SCSP funds. Motion carried unanimously.

G. Proposed Criteria changes for FY 2008 – The proposed criteria changes were presented to the Board at the January 26, 2006 meeting, which included two minor revisions in the UCP and SCAP criteria. TIB staff conducted a customer survey and received favorable results. The two changes are:

- UCP – Revise the criteria to provide a more equitable distribution between “Extends Improvements” (change from 0 to 4 points to 0 to 5 points); “Completes Gap” (change from 3 to 6 points to 5 to 10 points); and, “Completes Corridor” (change from 5 to 15 points to 10 to 15 points).
- SCAP – Revise the criteria to reduce the maximum for “Planning” from 10 points to 5 points. Although “Planning” is an important criterion, the 10-point range skewed “Local Support” ratings.

MOTION: It was moved by Mr. O’Connell with a second from Mr. Nelson to adopt the proposed criteria changes for the FY 2008 funding cycle as presented. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for May 18-19, 2006 in Spokane Valley. Meeting notices will be sent out on April 27, 2006.

ADJOURNMENT

The meeting adjourned at 10:34 AM.

Officials cut ribbon on 103rd improvements

By Seth Truscott

Nisqually Valley News

Last fall, 103rd Avenue in Yelm was a cramped road with no shoulders, no room for driver error, and no place for pedestrians to walk.

But the narrow road was one of Yelm's busy side streets, logging 2500 cars daily.

This Monday, officials from the City of Yelm and the Washington State Department of Transportation celebrated the street's transformation into a spacious thoroughfare with a bike lane, shoulders, sidewalks and street trees.

The city worked with the state's Transportation Improvement Board and the Thurston Regional Planning Council on the project, which is part of Yelm's Y4 Connector. When completed, the connector will provide a secondary path through Yelm's downtown from Creek Street to Edwards Street.

"We like to see connections get made in small communities," said Transportation Improvement Board member Stevan Gorcester. "Inadequate networks is one of the things we are trying to combat."

"The city has made transportation one of its priorities," said Yelm Mayor Ron Harding. "We decided it was something we needed to focus on."

Harding said the city provided \$101,000 in transportation facility charges to help redo the road.

"New development is helping pave the way for our streets," he said.

"Growth helps pay for improvements," said Harding. "I think this is one of many examples we'll see over the next few years."

Harding thanked contractor Dale Wood for bringing the project in under budget.

Wood, a resident of Yelm,



Photo by Seth Truscott

Kevin Ray, left, with the City of Yelm, holds the ribbon as DOT official Stevan Gorcester, engineer Brian Moorehead, Mayor Ron Harding and project lead Stephanie Ray cut the ribbon for the improved 103rd Avenue.

said he's received several comments for the job his company did on the road.

Harding also praised city staff for helping elected officials prepare for the future needs of the city.

"Their insight in helping to bring electeds on board, and getting us to realize that we have to plan for that," is invaluable, Harding said.

Gorcester presented the city with a plaque listing the 2nd District Legislators— Jim McCune, Tom Campbell and Marilyn Rasmussen.

"There's a lot of people in Olympia who would like to use that money," said Gorcester, who credited legislators for their efforts to send funds for the project from the state gasoline tax.



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GROWTH

Accident-prone corner gets roundabout

'There is no safer traffic control device,' Ferndale City Council is told

**SERENA LEI
THE BELLINGHAM HERALD**

The Ferndale City Council approved a traffic roundabout at Vista Drive and Malloy Road on Monday night, after previously rejecting the idea in favor of a traffic light.

Crashes at that intersection are high, at nearly 26 accidents during a three-year period, said Luis Ponce, project engineer for the city's consulting firm, Reichhardt & Ebe Engineering.

With a roundabout "you have less accidents and less severe accidents," City Administrator Greg Young said in an interview on Tuesday. "There is no safer traffic control device."

The project will cost about \$1.5 million to \$2 million, paid for partially with a \$1.1 million grant from the state Transportation Improvement Board.

The total price tag depends on whether the city will have to buy two homes to make room for the roundabout. If the city does buy those homes, it may have extra land left over that it could sell to recoup project costs, Young said.

Construction would begin in summer 2007.

Originally, the council considered reconfiguring the intersection and adding a traffic signal, but the school district objected because that plan would require closing nearby Shuksan Street, where Ferndale High School buses line up before picking up students.

Stevan Gorcester, executive director of the state board, said he would not approve a project that did not address the school bus access problem.

Gorcester recommended the roundabout and said it would be a safer option than a signal, which would have traffic stopped on a downhill slope where cars could potentially slide into each other in bad weather.

"It takes some time to get used to (roundabouts)," Young said. "At first, there's a fair amount of resistance and confusion, followed by acceptance ... when everyone gets used to driving a roundabout."

REPORTER

Work on interchange (finally) begins

By Valentina Petrova

Apr 05 2006

After nearly three years on the Department of Transportation's drawing board, the Waaga Way interchange project is finally getting underway this week.

Starting Monday, workers were scheduled to begin installing construction signs and a wetland protective fence along the SR 3/SR 303 connection. But there will be no immediate traffic disruptions.

"Most of our lane closures are allowed at night," project engineer Ray Arnold said from the WSDOT Port Orchard office.

The two weeks following this one are designated for more preparatory work "to bring temporary barriers in to create a work area for the contractor," Arnold explained.

The \$16.7 million project was awarded to the Kent-based Scarsella Bros., Inc. in November.

The interchange is a two-season project, expected to be completed in fall 2007. The reason for the lengthy construction period is partly dictated by the location at the northwestern corner of Kitsap Mall.

"It's pretty restrictive as far as lane closures during the Christmas season, Thanksgiving through the end of the year, being next to the mall," Arnold said.

As part of construction easing traffic flow between the two highways, there also will be a new, \$940,000 sewer line installed under SR 3 for the county, Arnold said.

A grant from the State Transportation Improvement Projects Board, Kitsap County Public Works and Kitsap County utilities funds, including county dollars contributing to a new storm water treatment facility between Clear Creek Road and SR 3 and the sewer line extension, account for more than \$4 million. The remainder of the funds have been designated from the so-called Nickel tax, a 2003 Legislative Transportation Package.

The project includes widening of the Kitsap Mall Boulevard/Clear Creek Road overpass, new ramps and lights controlling traffic flow between the two highways, removing some existing ramps and creating a storm water treatment facility in the middle of the revamped interchange.

Two lights will help control traffic flow — one on the overpass and one at a new road extension connecting the overpass to Clear Creek Road. The section of SR 303 westbound which now dead-ends at Clear Creek, where drivers have to take a left toward Silverdale to get onto southbound SR 3, will be removed.

Adding sidewalks and bicycle lanes will increase safety along Clear Creek Road. The project as a whole is intended to improve traffic flow between the two highways and take away traffic pressure from adjacent local roads.

SEATTLE POST-INTELLIGENCERhttp://seattlepi.nwsourc.com/business/1310ap_highway_costs_rising.html

Friday, April 7, 2006 · Last updated 12:49 p.m. PT

States delay highway projects due to costsBy KELLI KENNEDY
ASSOCIATED PRESS WRITER

ORLANDO, Fla. -- The cost of building roads has gotten so high, not even dirt is cheap anymore. As a result, many states are postponing scores of highway projects.

The reconstruction work from the eight hurricanes that have hit the United States since 2004 has combined with a rise in population in some states to drive up the demand for labor, material and equipment. That, in turn, has pushed up wages and prices.

Surging fuel prices, China's immense demand for concrete and steel and the reconstruction of Iraq are also pushing U.S. road construction costs higher.

"We plan for cost increases, but this has been a situation that a lot of events have come together all at one time," said Lowell Clary, an assistant secretary at the Florida Department of Transportation.

Until 2004, highway material costs nationally were fairly steady, with a 12-year average annual increase of 1.8 percent, according to the U.S. Bureau of Labor Stats. But those costs rose 12.5 percent in 2005, the bureau said.

According to the bureau, hot-rolled steel bars and structures were up 45 percent in 2004 from the year before, and diesel fuel was up 27 percent. Marked increases were also reported for crushed stone, ready-mix concrete and asphalt paving material.

In Florida, concrete went from \$564 a cubic yard in 2004 to \$749 last year, and a cubic yard of dirt climbed from \$4.38 to \$7.24, according to the state Transportation Department.

"Between higher labor increases and the materials increases, we're having to pass that on to the customer, therefore our prices are up substantially," said Mike Horan, a paving contractor near Sarasota.

Florida has about 8,000 projects in various stages in its five-year work program but was forced to defer 62 of them when its highway budget came up short about \$1 billion, Clary said. Seven projects were deferred in booming Miami-Dade County.

Ricky Leme often sits in bumper-to-bumper traffic in an area where one of the projects has been postponed.

"They should get on it now," said Leme, a process server. "This is screwing up everybody's work. Right now it's taking about a half-hour to get to the freeway."

Some states are finding fewer contractors are bidding on jobs, either because they have more work than they can handle, or they cannot get the labor or the materials they need. Fewer bids can mean higher prices.

In Alaska, a road project that was expected to cost \$6 million had only one bid, which came in at \$10 million. Only two contractors bid on a Washington state road project in January, said Kevin Dayton, a

construction engineer for the state. The low bid was \$5 million over the engineer's estimate of \$22.3 million.

To encourage more bids, Washington state is offering to give contractors a portion of the savings for coming up with creative ideas that reduce costs without compromising quality. California is trying to forecast cost increases more accurately and come up with more realistic job estimates, in the hope that will encourage more contractors to bid.

Contractors' bids are coming in well over the estimates in Georgia because the hurricane cleanup along the Gulf Coast has made it more difficult and costly to hire laborers, said David Graham, director of construction for the Georgia Department of Transportation. Georgia postponed 84 projects in 2005, Graham said.

"Equipment operators, truck drivers and laborers are getting tougher to find," he said.

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Associated Press Writer David Fischer contributed to this report from Miami.

HERALD

Council whittles down SR 305 issues

By Charles Melton
Apr 08 2006

POULSBO — After an hour of municipal campus discussion, it didn't take the city council long to knock out a few remaining issues with the State Route 305 widening project Wednesday night.

In less than 20 minutes, the Council unanimously approved a traffic control/law enforcement agreement, a Transportation Improvement Board grant transfer and a land transfer with the Washington state Department of Transportation.

"The Department of Transportation will utilize our police officers to provide traffic control during the project," City Engineer Andrzej Kasiniak told the council. The approved agreement covers an estimated \$6,475 for direct related costs in providing officers to assist in traffic control for the SR 305 project during detours, Kasiniak said.

Seeing the specified dollar amount caused Councilman Ed Stern to ask if the agreement provides the framework necessary to expand the amount of vehicular regulation required for the project.

"I'm concerned that we may need to go back to DOT and say we need additional traffic control," Stern said.

"The DOT is very cautious about the budget because we're very close to our budget capacity for the project," Kasiniak replied.

However, once the bids for the project are opened, the city could go back and amend the agreement with the state, he said.

"I think this is a good starting point," Kasiniak said.

With his initial concerns addressed, Stern asked that the council's issues about the adequacy of the scope of work be noted in the agreement.

"Of course, we can attach a memo stating the city council's concerns that there should be more traffic control," Kasiniak replied.

With that agreement approved, the council unanimously approved the transfer of the \$3.3 million Transportation Improvement Board grant it received for the project to the state as well as the \$327,000 in matching funds from the city required to acquire the grant.

In order to meet the environmental impact mitigation requirements for the project, the state has asked the city for 1.3 acres of Mitchusson Park and a small parcel south of Taco Time for the relocation of Dogfish Creek, Kasiniak told the council.

"Once the project is completed, they will transfer (the property) back to the city and we will have the rights to passive use with trails," he explained.

Councilwoman Connie Lord asked Kasiniak to ensure that the city receives an easement to the Mitchusson Park parcel because it is an entrance to Betty Iverson Kiwanis Park.

"We have to make sure we have an easement so we can access the wetland," Lord said.

With no further discussion, the council approved the land transfer, leaving the right-of-way leases along the widening project as one of the final unresolved issues before the project begins this summer.

City hosts D Street Overpass groundbreaking

Apr 17 2006

U.S. Senator Patty Murray and many others will celebrate the groundbreaking of the D Street Overpass at 2:15 p.m. on April 19 at 2101 E. Dock St., Tacoma.

East D Street serves as a major corridor for rail and truck freight and for people wanting to access the revitalized Thea Foss Waterway. Once completed, the \$22.5 million D Street Overpass will separate train and motor vehicle traffic by raising the roadway over the railroad tracks. The overpass will provide for realignment of the railroad tracks to ease the curve around the end of the Thea Foss Waterway—allowing train traffic to move at a higher speed. Vehicle traffic, which includes trucks carrying freight, no longer will need to wait for the trains that frequently block D Street traffic. The project also will create a pedestrian connection between the Dome District and the Thea Foss Waterway esplanade and parks.

"The hard work and coordination from our funding partners is what finally made this project a possibility," said Mayor Bill Baarsma. "This groundbreaking will be our chance to thank each of them personally, and celebrate with the communities that will be united by the overpass."

The D Street Overpass funding partners are:

- Burlington Northern Santa Fe
- Economic Development Administration
- Federal Highways Administration
- Freight Action Strategy
- Freight Mobility Strategic Investment Board
- Port of Tacoma
- Puget Sound Regional Council
- Sound Transit
- Surface Transportation Urban Landscape
- Transportation Improvement Board
- Union Pacific

The public is welcome to attend this event.



Tacoma, WA - Tuesday, April 18, 2006

PRINTER-FRIENDLY FORMAT

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New project will separate railroad, automobile and pedestrian traffic

THE NEWS TRIBUNE

Last updated: April 18th, 2006 01:25 AM (PDT)

A ceremony marking the groundbreaking of an overpass to separate railroad and motor vehicle traffic at East D Street in Tacoma is planned for 2:15 p.m. Wednesday.

Sen. Patty Murray, D-Seattle, is expected to speak at the event, which will be held at 2101 E. Dock Street.

The \$22.5 million project will separate train and vehicle traffic by raising the roadway over the railroad tracks. The plan includes realigning the railroad tracks, easing the curve around the end of the Thea Foss Waterway and allowing trains to move faster.

The project will also create a pedestrian connection between the Dome District and the Thea Foss Waterway esplanade.

For more information about the overpass project, contact Chris Storey at 253-573-2484.

Jason Hagey, The News Tribune

Originally published: April 18th, 2006 01:00 AM (PDT)



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TACOMA Daily Index

A+ Support for D Street Overpass

Apr 20 2006

Amid clangs and roars of passing locomotives and rumbling traffic along I-705, city leaders broke ground yesterday on the D Street Overpass, a \$22.5 million project aimed to ease congestion on a major corridor for freight and pedestrian activities near the Thea Foss Waterway.

When the project is completed in 2008, the raised roadway will separate rail and motor vehicle traffic, ease the existing railroad curve around the tip of the Foss (allowing trains to travel faster in and out of the Port of Tacoma), and create a link for pedestrians between the Dome District and the Foss esplanade.

Indeed, congestion in the area has frustrated motorists for years -- largely the result of a sharp rail curve that forces locomotives to slow, and causes motor vehicle traffic to wait for long periods as trains pass.

"We couldn't be starting this project soon enough," said Port of Tacoma Commissioner Clare Petrich, who welcomed the task of straightening the rail curve. "It is so essential to improving the velocity of trains through Tacoma."

Petrich also highlighted the safety benefit of separating motor vehicle traffic from rail traffic. She was concerned about drivers who race along Dock Street to avoid waiting for an approaching locomotive. "People do dangerous things here because they are impatient," said Petrich. "Now, a lot of us won't be waiting for trains."

She added that 400 permanent, family-wage jobs will be directly connected to the completion of the project.

"This is a big sigh of relief," said Pierce County Executive John W. Ladenburg, who spoke before a ceremonial groundbreaking. "This project has been in front of me almost the entire time I have been in regional government. Freight mobility is a key actor in Tacoma's economic viability. This is a big deal for the city. I'm looking forward to turning the dirt."

Ladenburg, who also chairs the Sound Transit board of directors, commented that allowing locomotives to travel more efficiently through the area will increase the number of Sounder trains in and out of Tacoma. He anticipated that Sounder service would increase from six



(IMAGE COURTESY PORT OF TACOMA)

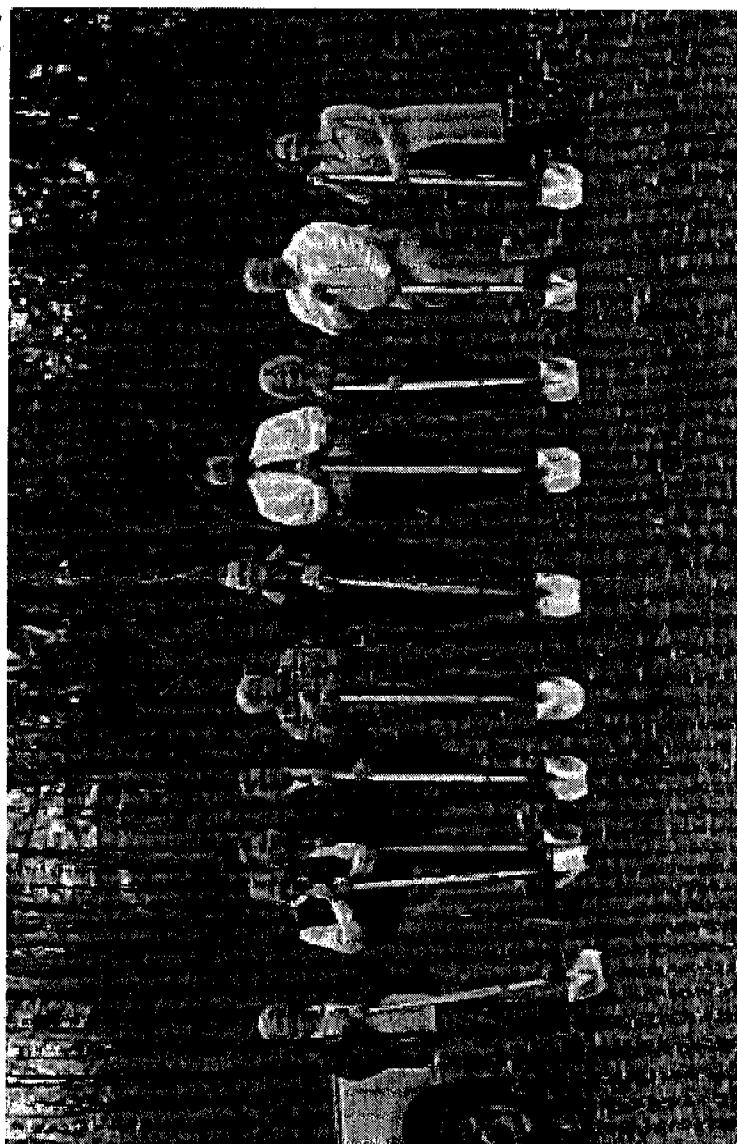
City leaders broke ground yesterday on the D Street Overpass, a \$22.5 million project aimed to ease congestion on East D Street near the Thea Foss Waterway. A photo illustration depicts how the D Street Overpass will look after the project is completed.

trains per day to 18 trains per day, moving 25,000 more people in and out of the city, as a result of the overpass.

The project is funded by a large swath of private and public entities, including: Burlington Northern Santa Fe, Economic Development Administration, Federal Highways Administration, Freight Action Strategy, Freight Mobility Strategic Investment Board, Port of Tacoma, Puget Sound Regional Council, Sound Transit, Surface Transportation Urban Landscape, Transportation Improvement Board, and Union Pacific.

The overpass is part of a so-called FAST Corridor Project, which aims to streamline the movement of freight through the central Puget Sound region of Washington State.

Sultan Breaks Ground on Basin Road Realignment



Above: From left to right: Sam Richard, W&H Pacific, Sam Schuyler, WSDOT Local Programs; Doug McCormick, Snohomish County Public Works; Dave Somers, Snohomish County Councilman and Puget Sound Regional Councilmember; Former Mayor C.H. Rowe; Mayor Ben Tolson; Sultan Councilman John Seehuus; Congressman Rick Larsen's aid, Brenda Jensen; Representative Kirk Pearson, 39th District; Senator Patty Murray's Transportation Aid, Sheila Babb.



Print Page

Montesano to beautify main entrance to city

By **Terry Loney** - Daily world writer

Thursday, April 27, 2006 11:10 AM PDT

Montesano — The street project is only 1 1/2 blocks long, but the impact is expected to be huge.

This summer the City of Montesano plans to rebuild the section of its Main Street from Brumfield Avenue, by the Monte Square business complex next to Highway 12, to 100 feet north of Wynooche Avenue.

The \$750,000 project will replace the stale, industrial-like look of the main entrance into town with a green, park-like appearance.



DAILY WORLD / KEVIN HONG Mike Wincewicz, Montesano's public works director, surveys the entrance into the city at the south end of Main Street. Plans call for the section of Main Street to be revamped, providing a more attractive, park-like entry point into the city.

"We are looking to beautify it and make it more safe," said Mike Wincewicz, public works director. "Right now it has more of an industrial, commercial look to it. We want to make it look more like downtown Montesano."

Construction is expected to begin about the end of June, a month later than originally planned, and last about six weeks.

Wincewicz said the project has been delayed because the owners of the Monte Farm & Home and the 76 Union Gas Station asked for modifications to the design for better access to and exits from their businesses. Also, some changes had to be made to accommodate state Department of Transportation requirements for the off-and on-ramps for the highway, he said.

The funding package may seem like a lot of money for just 1 1/2 blocks, but the project calls for completely rebuilding the street and installing new water and sewer lines and new storm sewer lines, Wincewicz said.

He added new street lighting will be installed and new sidewalks will be built on both sides of the street. Trees will be planted for ambiance.

The majority of the funding is coming from a state Transportation Improvement Board grant.

"We have a \$500,000 grant," Wincewicz said, adding the city is paying for the rest.

Main Street is the primary entrance to the city and the central exit off Highway 12 to downtown.

While a comprehensive count on traffic using that entrance has never been done, a short, hour-long count conducted last year tallied 333 cars passing by the Monte Square business complex.

Wincewicz said that count was taken in the mid-afternoon, when traffic flows are light.

While it's the busiest entrance into the city, traffic flow is not expected to be seriously impacted by the project.

"We are going to require (the street remain) open to traffic during the project," Wincewicz said. "If there are any blockages, it will not be for any longer than" a few minutes.

The public works director said the right-of-way in that section of the street is wide enough to accommodate traffic during construction.

The project does not include building the Pioneer Memorial Wall the Montesano Chamber of Commerce has been working on for the past two years.

Bev Reeves, chairman of the chamber's beautification committee, said the chamber is waiting until after the city completes its project before starting in earnest on the wall.

The wall, which will feature images of historical places and prominent people, is expected to be 6-feet tall and 24- to 36-feet long.

Reeves said it is expected to cost \$200,000 and will be paid for with private donations. The chamber is expected to kick off a fundraising effort after May 1, she added.

Wincewicz said the city has included setting aside enough room for the wall in the street design.

This project is expected to be the first of many.

The city is hoping to rebuild most of Main Street and a large section of Pioneer Avenue, but in small sections as more grant funding becomes available, Wincewicz said.

"This is the first phase of what will be a multi-year project," he added.

Terry Loney, a Daily World writer, can be reached at 532-4000, ext. 137, or by e-mail: tloney@thedailyworld.com

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Friday, April 28, 2006 - 12:00 AM

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Pacific Northwest Magazine Lynnwood Redux

William Dietrich

SEATTLE'S OFFICIAL northern city limit is at Northeast 145th Street, but everyone knows the metropolitan area sprawls far beyond that, through Shoreline, Edmonds, Lynnwood and on. And on. And still on.

Which explains the remarkable transformation overtaking the ultimate in anonymous freeway exits, Smokey Point (also known as Exit 206) some 31 miles north of Seattle's political boundary. Big-box stores are about to erupt like toadstools. Like it or not, this is the new commercial frontier of Pugetopolis, Seattle's exploding edge.

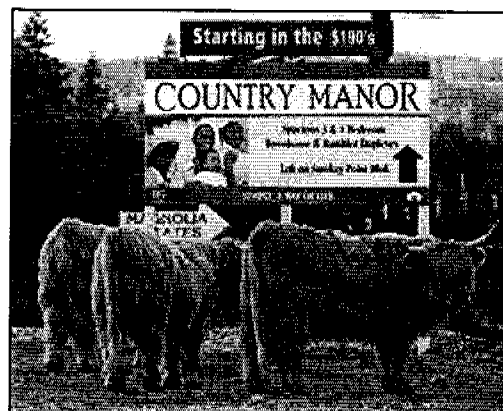
"What happened is, nothing happened, for a long, long time," recalls Gloria Hirashima, city planner for Marysville, which has annexed commercial land on the west side of the Smokey Point interchange.

Then the Tulalip Tribes opened its mammoth casino and hosted retail development that includes a new outlet mall. The Interstate 5 corridor between the Snohomish and Stillaguamish rivers became an urban growth area under the state's Growth Management Act. Navy housing developments plopped onto forest and dairy land. And suddenly, exits to nowhere had become somewhere.

The result was offramp backups, congested arterials and commuter frustration.

One response was a recent remarkable campaign by some citizen activists to get the Smokey Point overpass widened to subdue the snarls of traffic. When the state said it had no money to keep up with growth, they went out and found some.

Another was the parallel explosion of development plans that has residents who thought they'd moved to a semi-rural, quiet enclave crying in dismay. "The growth comes up the highway like a plague, filling the pockets of developers and of those who choose to sell and run off, not caring about the destruction they leave behind," complains Laura Goldberg of Arlington. "I want to see Arlington



STEVE RINGMAN / THE SEATTLE TIMES

While cattle are still a presence in the burgeoning Smokey Point area, they compete for attention with signs like this one — in a field off 172nd Street Northeast — which promises plenty of affordable homes for those willing to travel 30 miles or so outside the city.



STEVE RINGMAN / THE SEATTLE TIMES

Developments are rising along the Interstate 5 corridor between Marysville and Arlington as fast as the increasingly heavy traffic, and not everyone thinks it's a good thing.

remain a small, pedestrian family town surrounded by rural grace."

Arlington wants that, too, says Mayor Margaret Larson, 68, who grew up on nearby Lake Goodwin. But the town has hedged its bets by annexing Smokey Point, and turned a village into a city. "I just love the people coming," she said optimistically. But later, she added, "You wonder how Lynnwood got the way it is."

"Roads draw development and development draws roads," notes Doug MacDonald, secretary of Washington's Department of Transportation. And sure enough, Lowe's and Safeway have already planted themselves. On the heels of this latest interchange improvement will be a big-box "mall" to the west with Costco, Target and lesser stores, and a Wal-Mart Superstore to the east. Theaters, restaurants, light industry and housing tracts are expected to follow.

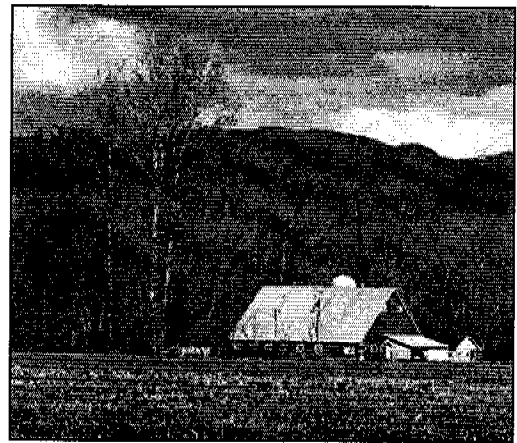
There is no "point" at Smokey Point. The crossroads got its name from a 1950s outdoor-barbecue restaurant started by Eric and Pearl Shurstad, who called their place the Smokey Point Café after the plume of smoke it generated. A Rite-Aid stands on the site today, just east of the freeway exit.

There was no town, no independent school district, no excitement. The area between Marysville and Arlington was a boggy swale of dairy farms interrupted by Arlington Airport, a World War II Navy field that has become the region's headquarters for private aviation. Its 500 airplanes include a fleet of 60 ultralights and the Flying Heritage Museum of vintage warbirds owned by Paul Allen.

But Marysville began extending utilities northward years ago in anticipation of becoming the next Lynnwood. That city has made 23 annexations just since 2000. Now Marysville joins Arlington at the freeway — and the two tiny river and farm towns occupy an urban growth boundary totaling 21 square miles, one quarter the size of Seattle.

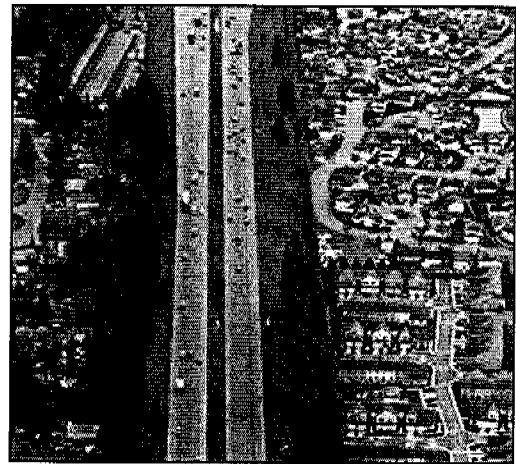
Marysville's population of about 31,000 (58,000 in the urban growth area it is expected to complete annexing) and Arlington's 16,000 are both expected to double in 10 to 20 years, while the Tulalip Tribes is already planning a 380-room hotel, more entertainment centers, and more light manufacturing. The result should be a freeway corridor with a population roughly equivalent to today's Everett by 2025.

Freeway traffic past Smokey Point has risen 13 percent in just five years. Freeway collisions rose 50 percent in the



STEVE RINGMAN / THE SEATTLE TIMES

Some officials are proposing that developers pay the owners of this farmland north of Arlington in exchange for access to 330 acres east of town, preserving pastoral spaces while allowing high-density development upland.



STEVE RINGMAN / THE SEATTLE TIMES

While a belt of trees hides burgeoning growth from the freeway, housing has grown to the very edge of I-5.



STEVE RINGMAN / THE SEATTLE TIMES

New homes crowd to the edge of a wetland in Marysville. It and neighboring Arlington have annexed much of the urban corridor growing

same period — 171 cars hit the corridor's cable barrier on its median grass strip; 13 crossed onto oncoming lanes, often after prying up the cable from underneath.

As a result, the seven miles of I-5 between Marysville and Smokey Point got the ultimate confirmation as an urban corridor in 2005: The speed limit was lowered from 70 miles an hour to 60, a dampening that now extends from Smokey Point to Tumwater, or more than 100 miles.

"Interstate 5 is steadily transiting from a rural interstate to an urban interstate," says Steve Gorcester, director of the state's Transportation Improvement Board. "That means more access points, lower speeds and more traffic."

Welcome to tomorrow.

FOR A LONG TIME, civilization seemed to be about packing more people into denser cities. Ancient Rome squeezed a million people into six square miles, a density roughly 25 times that of today's Seattle proper.

Even Seattle, in the days Green Lake was a camping destination, was laid out in a trim grid pattern to pack homes within reach of streetcar lines. Frederick Olmsted laid out a sweeping vision of parks the city retains today. Then came the automobile.

"The real growth crisis in Western Washington is because of the way development is stretched along the I-5 corridor," the transportation department's MacDonald notes.

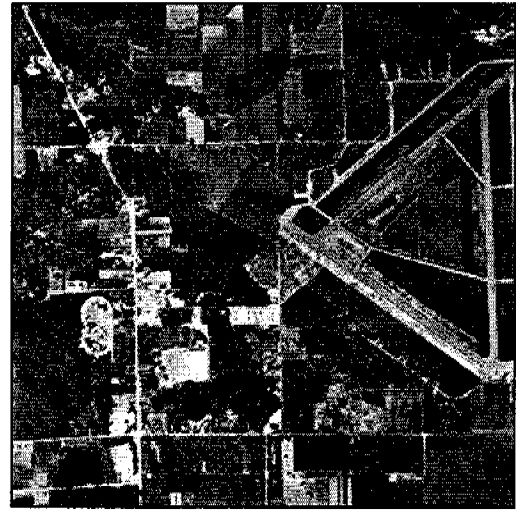
In some ways, the Marysville-Smokey Point-Arlington explosion is an example of good planning, because it confines growth to a designated area along a freeway that provides a spine of transportation. Utilities and housing will be concentrated as infill occurs. The Seven Lakes area to the west, and the Cascade foothills to the east, will escape the brunt of more people coming in the next two decades.

Yet this is growth of the car, by the car and for the car. Commuters file down to Boeing in Everett from as far as Darrington and Mount Vernon. While Arlington has a high concentration of jobs around its airport, Marysville is primarily a bedroom community. It empties by day, refills by night.

Even retail has changed to accommodate the auto. Bill Binford, a Smokey Point real-estate investor who co-chaired the group that expanded the interchange, says enclosed malls have been eclipsed by separate, big-box stores with their own parking lots.

"Everyone is pressed for time," Binford explains. "Running into an enclosed mall takes more time."

up along Interstate 5, and the two cities combined are expected to have 100,000 people by 2025.



COURTESY OF ARLINGTON AIRPORT

In 1955, the area around Arlington and Marysville was largely dairy and forest land, broken only by the World War II-era Arlington Airport.



COURTESY OF ARLINGTON AIRPORT

By 2002, the same area had become a hodgepodge of housing, farms and commercial developments. The two tiny towns now occupy an urban-growth boundary totaling 21 square miles, one quarter the size of Seattle.

So the "mall" under construction in the Lakewood neighborhood west of Smokey Point is pedestrian in design only in that it will have more sidewalks and landscaping than the usual big-box sprawl. It still is designed to get the car as close to the front door as possible.

Because Marysville and Arlington annexed a hodgepodge inheritance of old Snohomish County zoning, the new cities are an odd quilt. Both old towns have a small downtown core dating from pioneer days and a residential nucleus laid out in old suburban style: grid streets, quarter-acre lots, and trim but modest homes.

Both cities have plans to revitalize their downtowns using tax money gleaned from the new super-stores — even though those same super-stores, of course, threaten to make those downtowns obsolete. The new overlords of 20 square miles are still focused on a few downtown blocks — while Wal-Mart will have three super-stores within six miles of each other: one each in Tulalip, Marysville and Smokey Point.

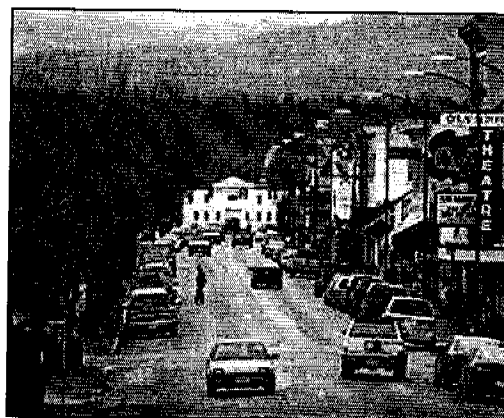
And both cities are a helter-skelter pattern of light industry, housing and farm. They are focused not on a harbor, or key intersection, but rather the airport, the rail lines and especially the freeway. The unifying elements are the north-south highways: Interstate 5, Highway 99 to its east, and Highway 9 to the east of that. The notion of a city "center" has been replaced with retail nodes on a spinal cord of pavement.

If life is influenced by environment, this implies a lifestyle of far-flung neighborhoods, not corner groceries. It is represented by soccer moms connecting disconnected kids by car, and dads trading a longer commute for a lower mortgage. You can still get a new three- to four-bedroom home for under \$300,000 near Smokey Point, and Arlington has just built or remodeled five schools. Marysville in particular is home to young, middle-income families. It has put in 47 parks in 15 years, 44 of them developer-built small playgrounds.

No one pretends this looks pretty. "It's hard to make Costco look different," Hirashima allows. "They have a message to send, value, so that's how they do their design."

But it is 21st century America, an America in some ways deliberately uglier and more inconvenient than that of a hundred years ago. In a region unable to build a monorail or agree on a viaduct fix, the ability to plan comprehensively for the 50,000 to 100,00 newcomers coming each year tends to stutter.

Marysville does have an ambitious plan to re-establish a huge Snohomish River wetland at the city's



STEVE RINGMAN / THE SEATTLE TIMES

Arlington maintains the feel of a small, rural town, but the development it is helping to encourage may change all that — while paying for improvements to this downtown street.



STEVE RINGMAN / THE SEATTLE TIMES

Arlington Mayor Margaret Larson wants to preserve what she and others call "old town," using tax money from nearby super-stores. Some say those same super-stores, however, threaten to make the old downtown obsolete.

southeastern end and use it as the base of a trail system. Hirashima would also like to see the city's downtown turn its face to the river and redevelop an old marina. Thomas Klugman, manager of the Marysville Town Center shopping center, responds that reorienting the tiny mall from road to river is impractical.

"But," he ventures, "we're all for them improving Fourth Street."

It's all about the car.

WHEN SMOKEY POINT business people realized in 2003 that their interchange had fallen off the state list of transportation improvements, they didn't panic. They mobilized, creating TRAP, or Transportation Relief Action Plan.

"We felt trapped up here," explained Gigi Burke, co-chair and a director of Crown Distributing, a beer trucking company that moved north from Everett to get more room and found itself locked in an interchange traffic jam. "We recognized instantly we had a problem." The family-owned company had bought 110 acres for itself and future development in partnership with a farmer, but literally couldn't drive away with any efficiency. Overall, TRAP estimated 2,500 would-be jobs in Arlington were waiting for less congestion.

Politicians from Arlington Mayor Bob Kraski to those in Congress jumped in. Rep. Rick Larsen found \$2 million in the House. Sen. Patty Murray found another \$1 million in the Senate. The state put in \$3 million from a separate fund, and local government chipped in. Eventually the partnership had \$9.2 million — about one third of what was required to redo the entire master plan — and work started on the hardest part, widening the overpass from two to six lanes.

That's just the beginning. Plans are afoot for new cloverleaf ramps to avoid clogging left-turn lanes, a park-and-ride lot, and widening of the 172nd Street arterial that the interchange feeds several miles east to Highway 9. Eventually the total for traffic will reach tens of millions of dollars.

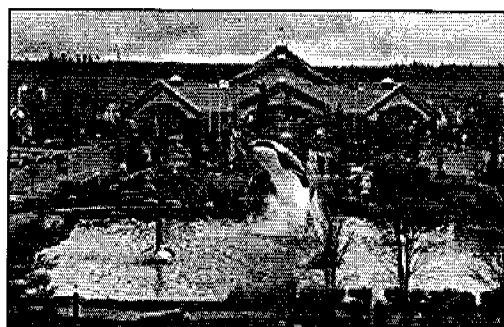
Such public spending can mean private gain. After the Crown property increased in value \$2 million over five years, it jumped another \$2 million — roughly a 20 percent increase — as soon as the wider overpass was completed.

The stakes are high for government, too. Improvements increase the chances for a Wal-Mart, which is paying development fees of \$750,000 to Arlington, \$326,000 to the state, and \$1.13 million to



STEVE RINGMAN / THE SEATTLE TIMES

The recent rapid growth is shown in this view of the Smokey Point interchange, looking south.



STEVE RINGMAN / THE SEATTLE TIMES

The arrival of the Tulalip Tribes' massive casino along I-5 north of Everett brought with it a major influx of big-box stores and an outlet mall.

Snohomish County for the traffic, drainage and other improvements its massive footprint will require. Even though the Johnny's food store was put out of business by Food Pavilion, and Food Pavilion closed because of the threat of Safeway and Wal-Mart, fresh stores can seduce most city councils.

Cities constantly bet they make more off retail growth, in initial fees and subsequent taxes, than the stores will eat up in the need for roads, police, fire, schools and other costs as people settle around them. Yet taxes are consistently higher in urban than rural areas.

There's no choice, Smokey Point business leaders argue.

"We continue to have children," says Becky Foster, another TRAP leader who owns a flooring business in a one-time barn and factory. She welcomes jobs, population and increased choices in shopping, dining and entertainment. "We can have the best of both worlds," growth and environment, at the edge of Pugetopolis, she argues.

"There's nothing worse than trying to raise a family without employment," agrees Mary Ann Monty, a longtime Smokey Point realtor and developer who built its new multistory hotel. "I think it's going to be better than Lynnwood. We're building up instead of just out. There's a lot more sign restrictions."

But others fear TRAP has made a pact with the devil, that every improvement draws still more growth, and that the lifestyle they moved north of Everett for is about to disappear.

ONE INNOVATION is to put a boundary on sprawl by a proposed transfer of development rights in the Stillaguamish River Valley, just north of Arlington. "If it works it will become a model for the state," says Vernon Beach, a farmer and developer working to push the program through.

Beach explained that the value of valley land as farmland is \$2,000 to \$3,000 an acre, while as housing it could fetch \$8,000 to \$10,000. "The pressure to break up a 50-acre farm into 10-acre parcels (the smallest that Snohomish County allows in the valley) is very great."

So officials are proposing that developers pay farmers what they might get for subdividing 3,300 valley acres in return for the right to build dense suburban housing clusters on 330 upland acres east of Arlington. Farmers get more money. Developers get more housing units. And the rest of us get to preserve the pleasant green valley that leads to old-town Arlington in return for developing 330 acres



STEVE RINGMAN / THE SEATTLE TIMES

Beer-distributing-company executive Gigi Burke helped organize the Transportation Relief Action Plan, or TRAP, a business group that found \$9 million in federal, state and local money to start improvements on the newly jammed Smokey Point freeway interchange.



STEVE RINGMAN / THE SEATTLE TIMES

Lakewood resident Laura Wild is not a fan of those who would turn the area into the next Lynnwood, and says some locals are trying to work on a more cohesive plan for growth. But, she says, "a lot of people feel resigned."

of woods.

The city also hopes to use growth-tax money to fix up its old downtown, in effect using big-box-blight at one end of town to pay for "Leave-It-To-Beaver" charm at the other end. "It's going to be a new-old community," says Arlington planner Paul Richart. "This is how the Growth Management Act accommodates growth."

Others are skeptical. "The philosophy is, 'We'll get their money and as long as they're a few miles away, it won't bother us,'" says Elizabeth Lynn of Arlington. "They glossed over the traffic problems."

Laura Wild of Lakewood, who first came to Marysville 19 years ago before moving farther north, remembers a newspaper story in which civic leaders said they wanted Marysville to become "the Lynnwood of the north — and truly, that's what it became."

"We're trying to get a vision," she says, pointing to Mill Creek's large-scale master plan as an example, "but a lot of people feel resigned."

"Most of us who came to this area wanted a small town, and rural kind of growth," says Gay Engelsen of Arlington. "There hasn't been a single person who said they want a Wal-Mart."

But growth is never invited, rarely resisted and barely thought-out. It is adjusted to, with freeway overpasses and widened arterials. Rome was a crazy-quilt of slums and palaces. Smokey Point and its neighbors are a collage of past decisions — Marysville's growing industry, for example, is being directed to the site where a NASCAR track failed to win support.

A plan for a new car dealership at the next interchange north of Smokey Point, called Island Crossing, was blocked because it's on a floodplain and dairy lands. But no one thinks that idea has gone away. Or that Seattle's northern edge has finally been reached.

At least there is now a point to Smokey Point. To paraphrase "Field of Dreams," the point is that they'll come whether you build it or not, but when you do build it they'll come even faster.

William Dietrich is a Pacific Northwest magazine staff writer. Steve Ringman is a Seattle Times staff photographer.

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Current Overall Agency Health

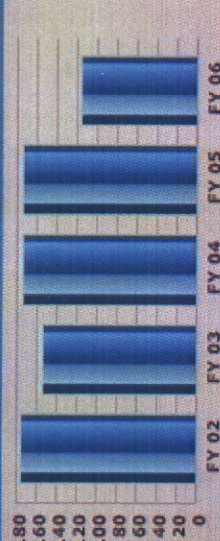
TIB Core Values Detail

- Improve and Innovate
- Manage Projects to Ribbon Cuttings
- Dollars in the Ground, not in the Bank
- Catalyst for Project Completion

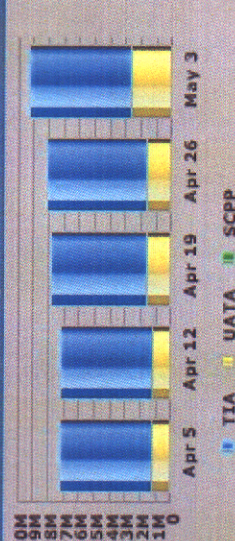
Status of Initiatives Detail

Initiative	Status
Update Administrative Procedures	Pending
WAC Overhaul	Active
Annual Report	Active
Plain Talk	Active
Pavement Preservation Program	Complete

Completed Projects Detail

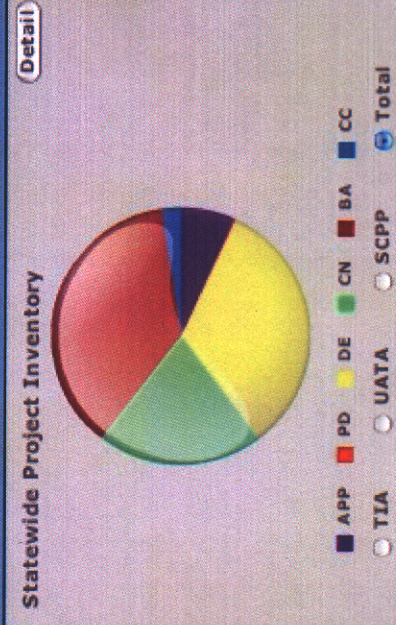


Outstanding Payments Detail



Program Metrics

Project Inventory Detail



Active Projects **437**

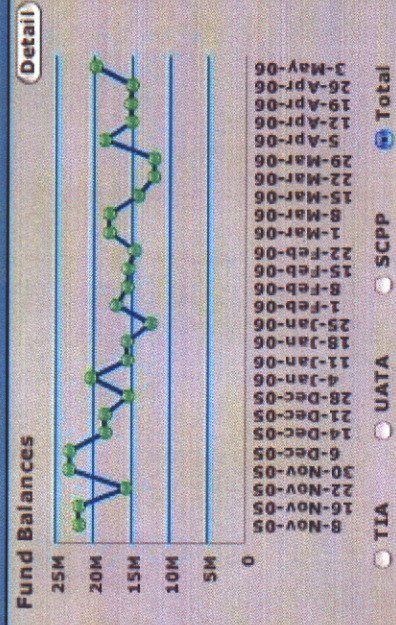
Remaining Commitment **\$380,270,029**

Completed (FYTD) **115**

Under Construction **263**

Financial Health

Fund Balances Detail

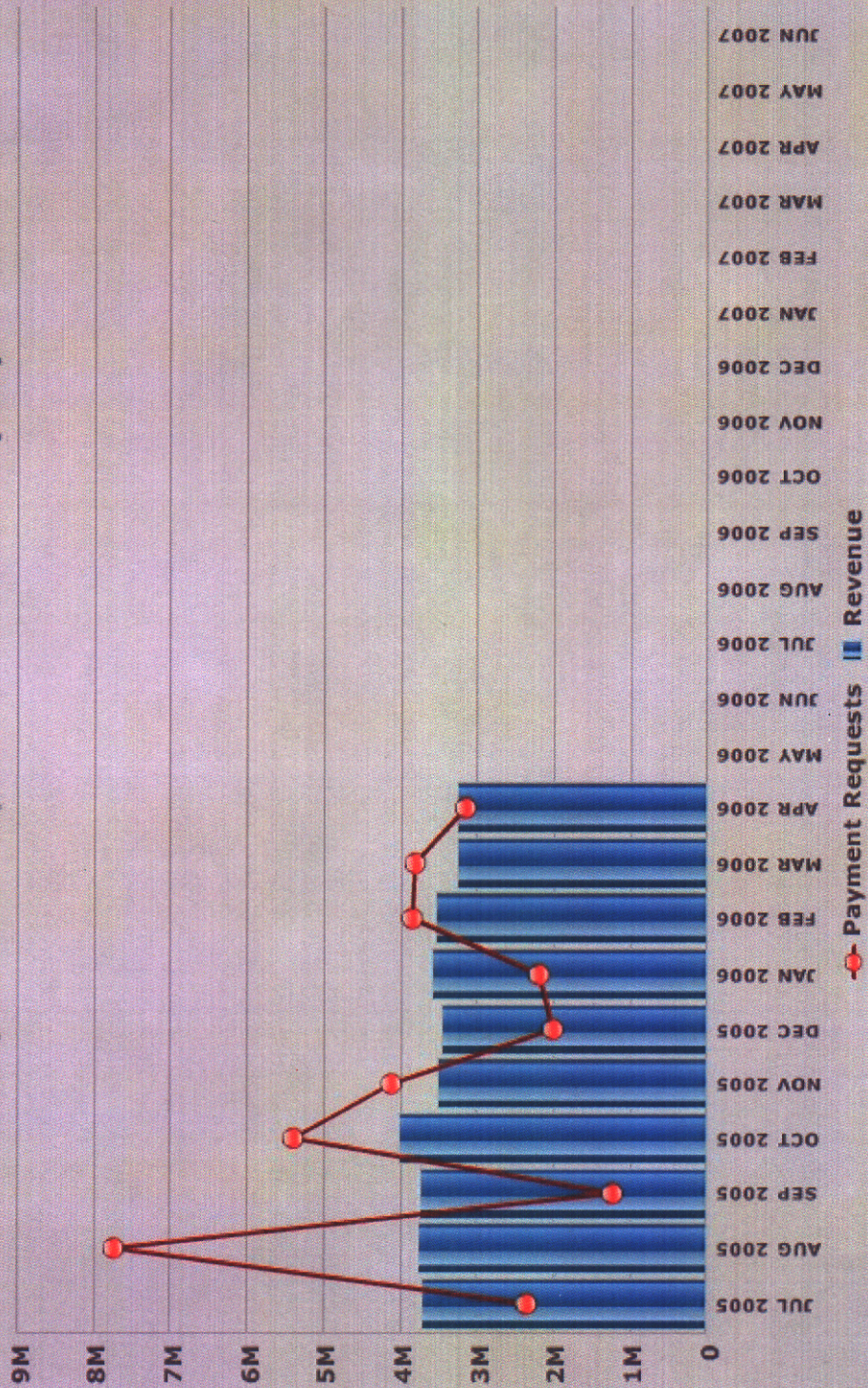


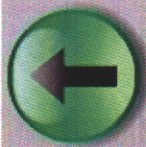


Payment Requests vs. Revenue

Select Account : ☐ Total ☒ TIA ☐ UATA

Transportation Improvement Account (TIA)

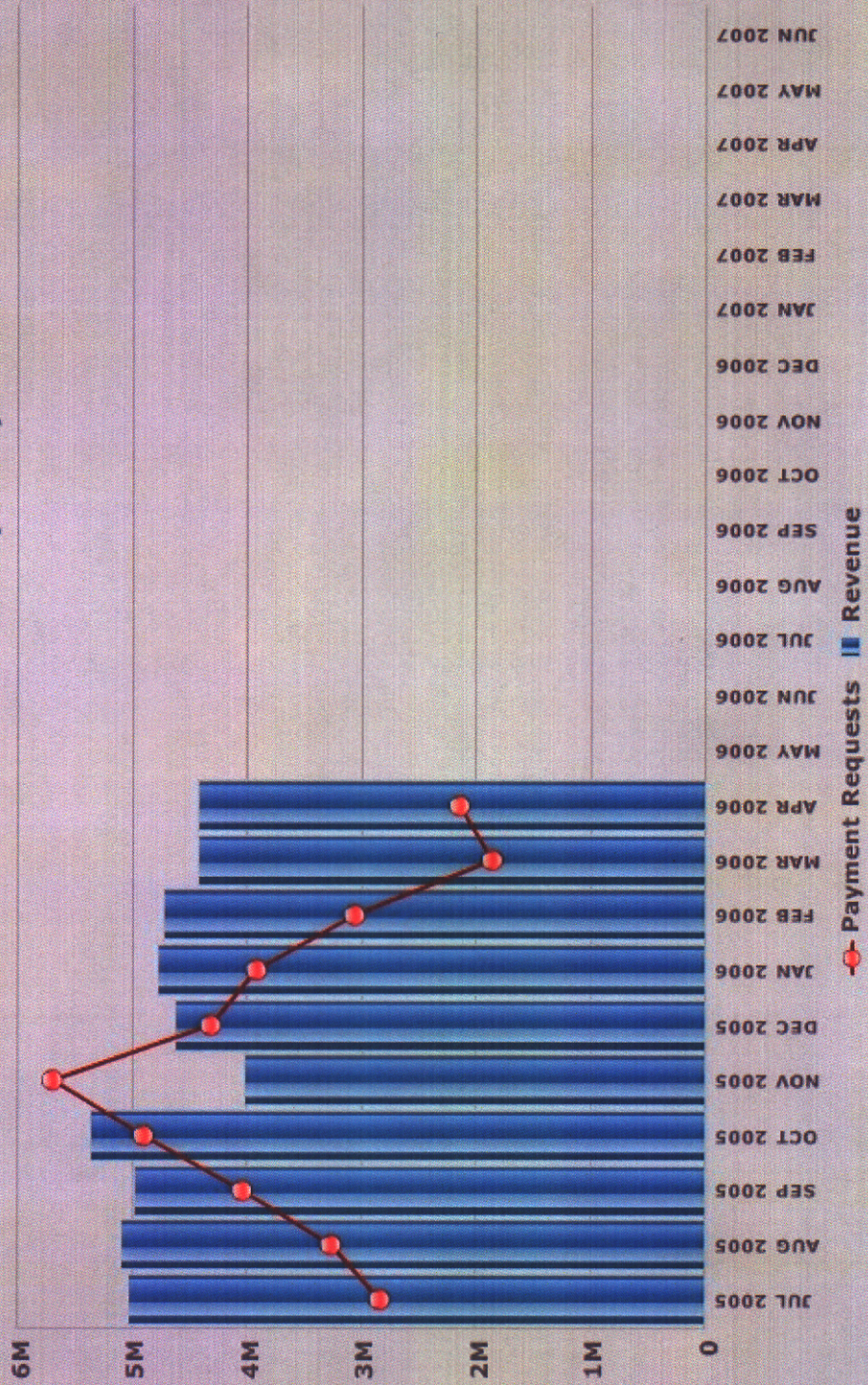




Payment Requests vs. Revenue

Select Account : ☐ Total ☐ TIA ☒ UATA

Urban Arterial Trust Account (UATA)

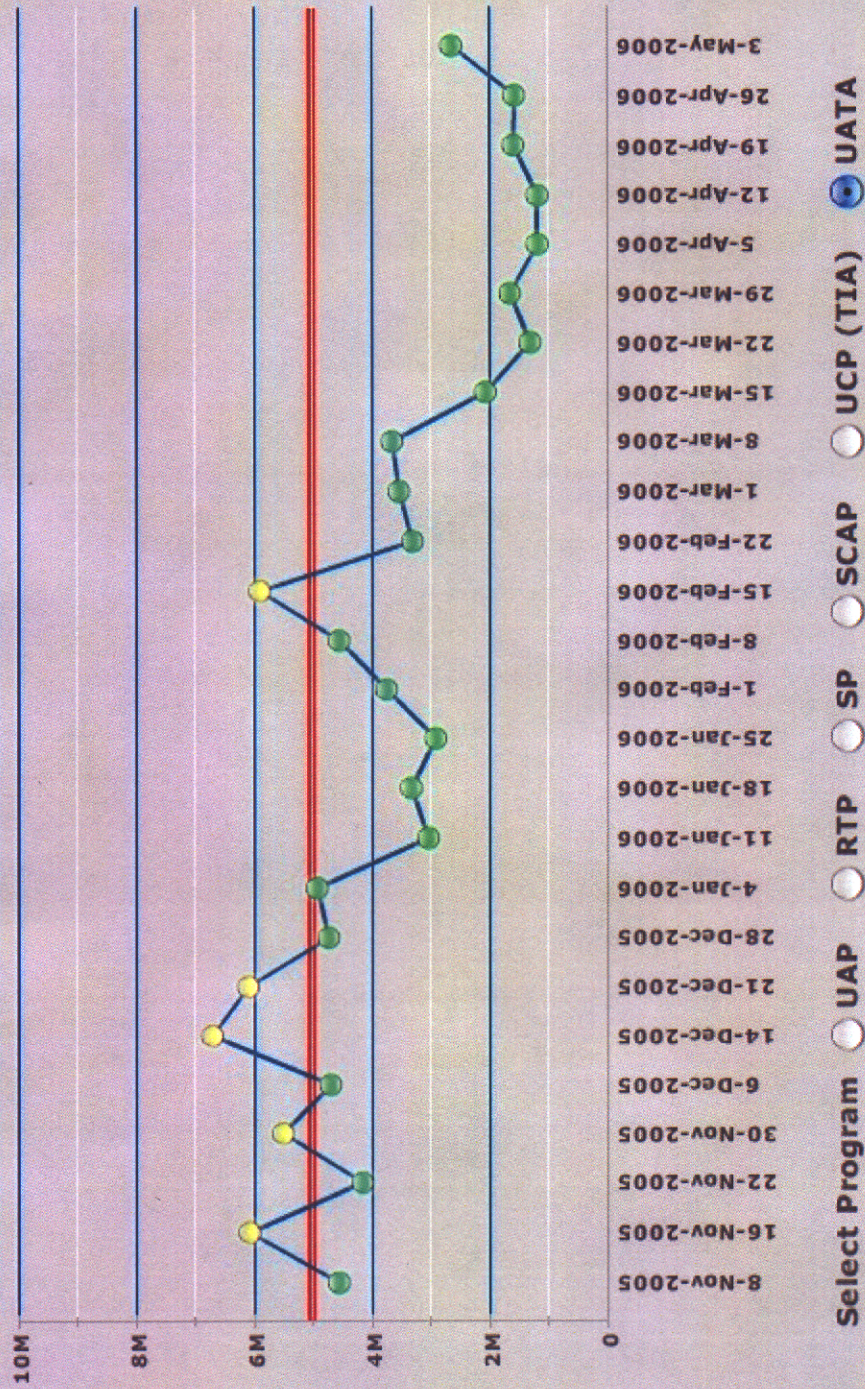


Outstanding Payments

Target Level - < \$5M each account

Urban Arterial Trust Account (UATA)

Total of Pending Payment Requests by Date - in Dollars



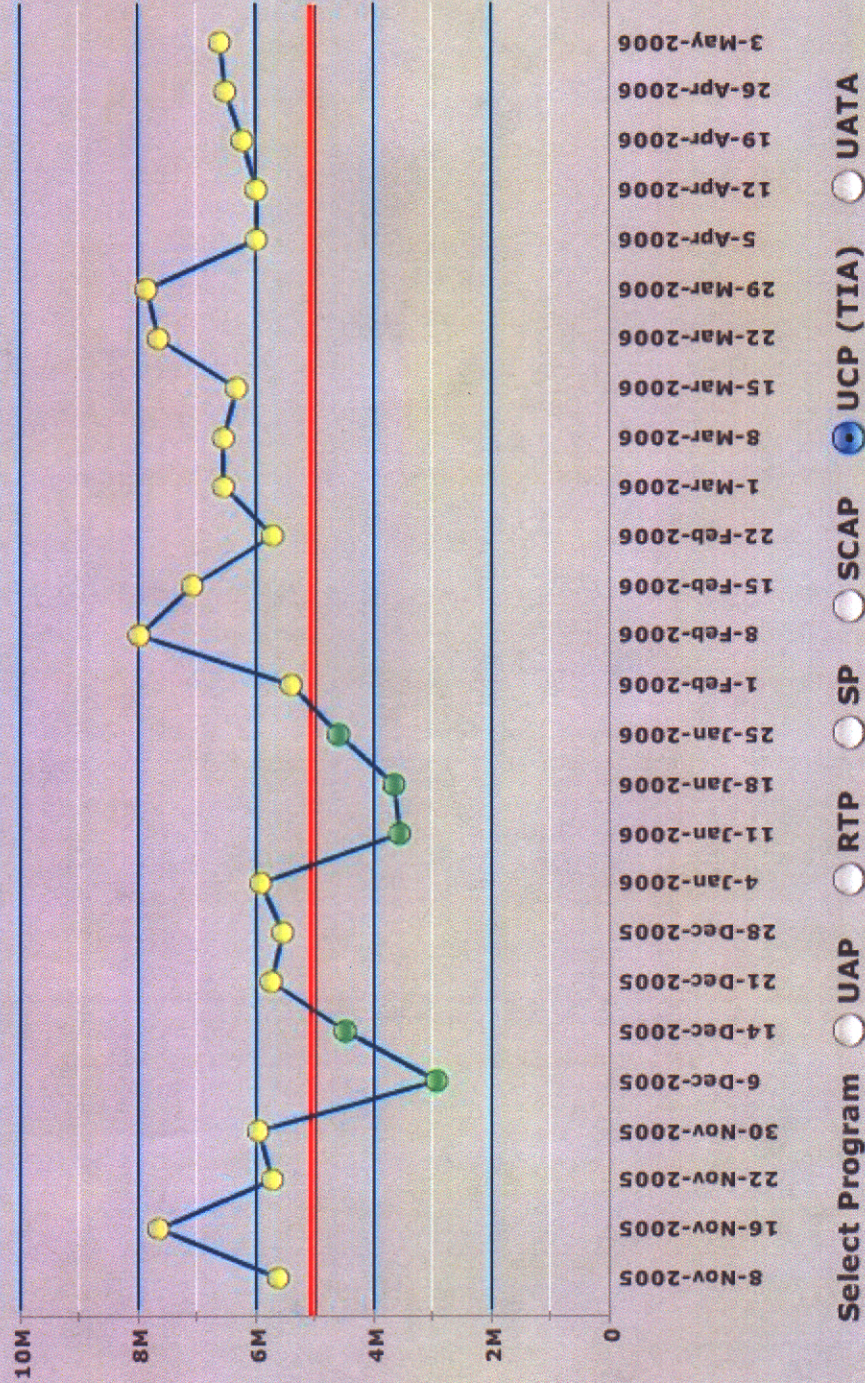
Select Program ☐ UAP ☐ RTP ☐ SP ☐ SCAP ☐ UCP (TIA) ☒ UATA

Outstanding Payments

Target Level - < \$5M each account

Urban Corridor Program (UCP)

Total of Pending Payment Requests by Date - in Dollars



Select Program ☐ UAP ☐ RTP ☐ SP ☐ SCAP ☒ UCP (TIA) ☐ UATA

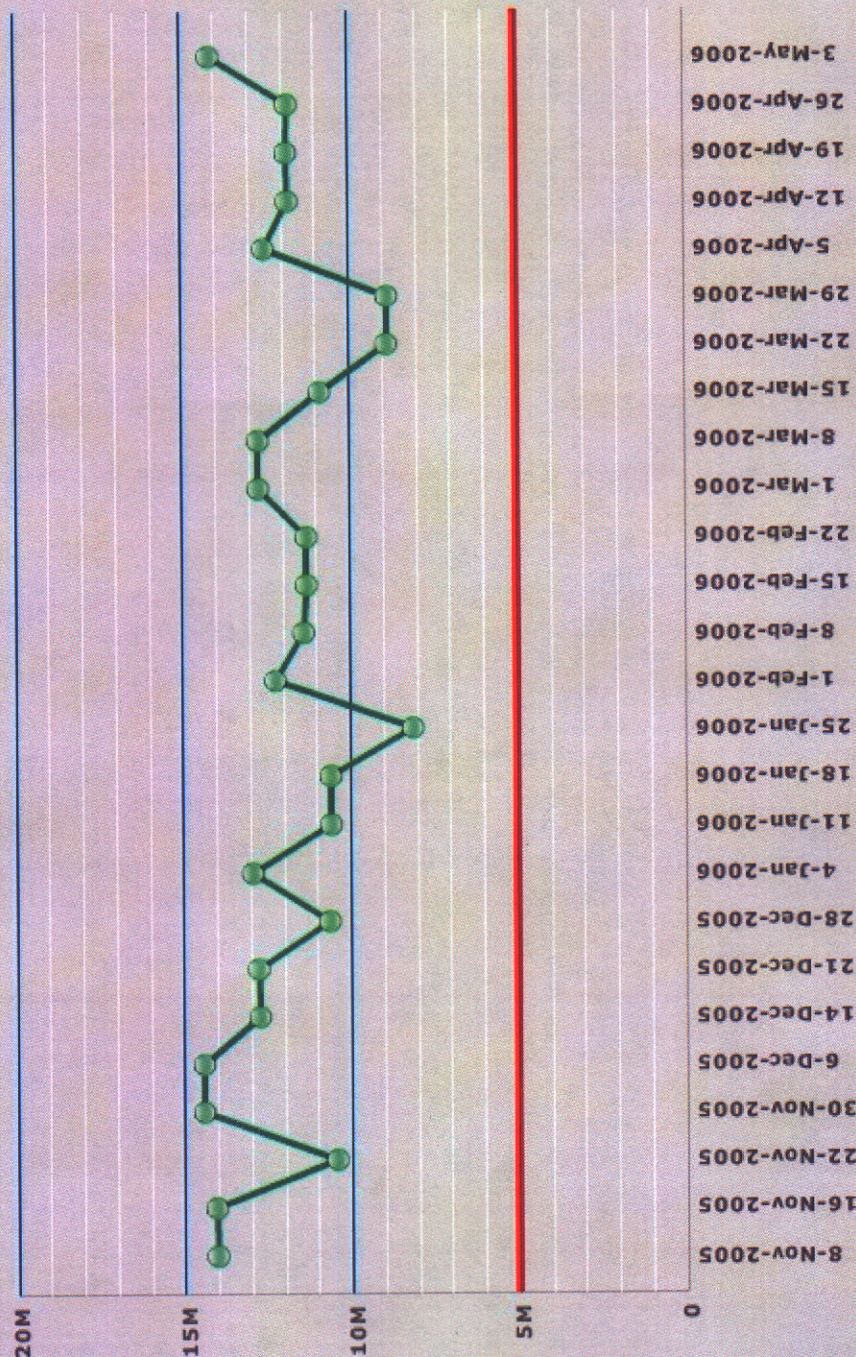


Account Balances

Target Level - > \$5M Each Account

Urban Arterial Trust Account Balance

Total Funds Remaining - in Dollars



☐ Combined Accounts
 ☐ TIA Account Balance
 ☒ UATA Account Balance

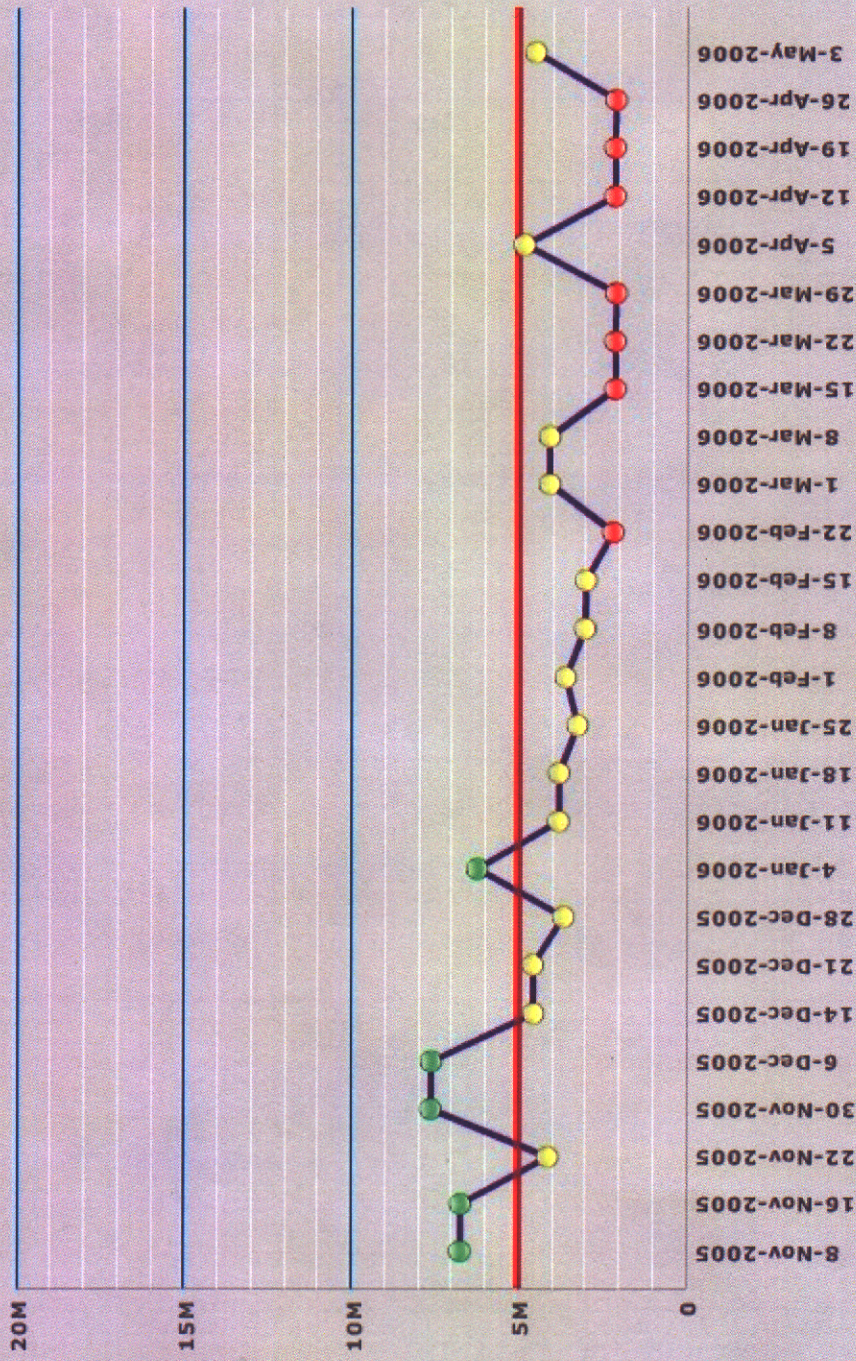
Time Lapse Data

Account Balances

Target Level - > \$5M Each Account

Transportation Improvement Account Balance

Total Funds Remaining - in Dollars



☐ Combined Accounts ☒ TIA Account Balance ☐ UATA Account Balance



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2006 to 04/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-893(103)-1	AIRWAY HEIGHTS	McFarlane Road	Audit	CC FV AD	160,896	-59,311	Director
6-E-907(101)-1	ALBION	Main Street	Contract Completion	CC	21,386	-5,462	Director
6-E-868(103)-1	ALMIRA	3rd/4th Streets	Audit	FV AD	48,944	0	Director
6-W-837(007)-1	BLAINE	Marine Dr	Bid Award	CN BA	975,665	-262,335	Director
6-P-808(008)-1	BUCKLEY	Main Street	Bid Award	BA	695,000	250,000	Board
6-P-808(009)-1	BUCKLEY	Ryan Road	Bid Award	BA	750,000	250,000	Board
6-E-847(003)-1	CASHMERE	Division Street	Withdrawn	WD	0	-500,000	Director
6-E-848(005)-1	CHELAN	Woodin and Chelan Avenues	Audit	CC FV AD	207,237	-101,950	Director
6-E-902(106)-1	COLVILLE	SR 395 Roundabout	Contract Completion	CC	161,524	460	Director
6-E-894(005)-1	DEER PARK	East C and D Streets	Bid Award	CN BA	561,991	61,991	Director
6-E-909(101)-1	ENDICOTT	Third Street Bridge	Contract Completion	CC	67,911	-2,389	Director
6-E-895(102)-1	FAIRFIELD	Railroad Ave/Governor Moore	Audit	CC AD	38,691	-7,210	Director
6-E-895(104)-1	FAIRFIELD	Citywide Chip Seal	Bid Award	BA	27,900	0	Director
6-W-825(003)-1	FORKS	Calawah Way	Withdrawn	WD	0	0	Director
6-W-831(001)-1	FRIDAY HARBOR	Guard Street	Bid Award	CN BA	625,000	125,000	Director
6-E-912(003)-1	LACROSSE	N Main & A Street	Contract Completion	CC	350,638	6,338	Director
6-E-850(004)-1	LEAVENWORTH	Sherbourne/Price/Birch/Burke	Contract Completion	CC	505,882	44,165	Director
6-E-892(002)-1	NEWPORT	Callispel Avenue	Design	DE	53,247	0	Director
6-E-915(102)-1	OAKESDALE	Citywide Chip Seal	Bid Award	BA	79,200	0	Director
6-E-881(101)-1	OKANOGAN	Oak Street/Van Duyn Road	Audit	FV AD	19,901	0	Director
6-E-916(002)-1	PALOUSE	SR 27	Contract Completion	CC	415,342	0	Director
6-E-916(101)-1	PALOUSE	E Main (SR 272) & SR 27	Contract Completion	CC	136,800	-7,934	Director
6-E-923(102)-1	PROSSER	Wine Country Road	Contract Completion	CC	364,024	164,024	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2006 to 04/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-873(003)-1	REARDAN	Cedar Street/Spokane Street/Aspen Street	Bid Award	BA	496,026	87,126	Director
6-W-950(003)-1	RIDGEFIELD	NE 10th Avenue	Design	DE	66,227	0	Director
6-E-898(N02)-1	ROCKFORD	Citywide Chip Seal	Bid Award	BA	14,500	0	Director
6-W-826(I05)-1	SEQUIM	Sequim Streetscape Impr/Downtown Revitalization	Contract Completion	CC	200,000	0	Director
6-E-906(003)-2	SPRINGDALE	W Shaffer/N 2nd/Main St (SR 231)	Audit	CC FV AD	155,413	30,180	Director
6-E-918(B02)-1	ST. JOHN	Front Street Bridge	Contract Completion	CC	79,694	-5,014	Director
6-P-823(007)-1	STANWOOD	SR 532	Audit	CC FV AD	65,836	0	Director
6-E-919(I02)-1	TEKOA	Crosby Street Walkway	Audit	CC AD	20,614	0	Director
6-E-919(N03)-1	TEKOA	Citywide Chip Seal	Bid Award	BA	30,400	0	Director
6-E-936(I03)-1	WHITE SALMON	SR 14	Audit	CC AD	156,000	-69	Director
6-E-875(004)-1	WILBUR	Pope Avenue	Construction	CN	475,000	0	Director
6-W-968(005)-1	WINLOCK	SE First Street	Construction	CN	437,792	0	Director
6-W-978(007)-1	YELM	103rd Street	Contract Completion	CC	492,500	0	Director
6-E-947(005)-1	ZILLA	Second Avenue	Construction	CN	750,750	0	Director
Total SCAP Change					67,610		
SCPP Program							
2-E-943(001)-1	MOXEE	Overlay Project	Bid Award	BA	86,822	-26,625	Director
Total SCPP Change					-26,625		
SP Program							
P-W-154(P03)-1	ANACORTES	Sunset Avenue	Construction	CN	150,000	0	Director
P-W-837(P01)-1	BLAINE	Semiahmoo Parkway	Construction	DE CN	100,000	0	Director
P-P-114(P03)-1	BOTHELL	240th Street	Construction	DE CN	200,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2006 to 04/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-191(P05)-1	COSMOPOLIS	Second Street	Audit	CC FV AD	49,356	-1,467	Director
P-W-191(P06)-1	COSMOPOLIS	J Street	Audit	CC FV AD	49,949	-1,176	Director
P-E-878(P04)-1	COULEE DAM	Columbia Avenue	Audit	CC FV AD	154,019	11,120	Director
P-E-878(P05)-1	COULEE DAM	Douglas Avenue	Audit	CC FV AD	70,141	1,914	Director
P-E-888(P02)-1	CUSICK	Monumental Way	Audit	CC AD	119,680	0	Director
P-P-127(P02)-1	GIG HARBOR	Rosedale Street	Bid Award	BA	97,200	0	Director
6-E-903(P03)-1	KETTLE FALLS	SR 395	Construction	DE CN	78,800	0	Director
P-E-890(P01)-1	METALINE	SR 31	Audit	CC FV AD	68,988	498	Director
P-P-132(P01)-1	MILTON	Milton Way	Audit	FV AD	150,000	0	Director
P-W-961(P03)-1	MORTON	Adams Avenue	Bid Award	BA	125,689	-1,811	Director
8-2-155(P12)-1	MOUNT VERNON	College Way (SR-538) Sidewalk Improvement	Audit	CC FV AD	100,000	0	Director
P-W-959(P01)-1	OCEAN SHORES	Canal Drive/Mt Olympus Ave	Construction	DE CN	100,000	0	Director
P-E-883(P01)-1	PATEROS	Dawson Street	Construction	DE CN	150,175	0	Director
P-W-964(P01)-1	PE ELL	Main Street (SR 6)	Bid Award	BA	145,018	38,418	Board
P-W-150(P01)-1	PORT ANGELES	Park Avenue	Audit	CC FV AD	141,500	0	Director
P-W-151(P03)-1	PORT TOWNSEND	Discovery Road	Construction	DE CN	150,000	0	Director
P-P-129(P01)-1	PUYALLUP	23rd Ave SE	Audit	CC FV AD	108,689	-21,311	Director
P-P-102(P01)-1	RENTON	Benson Road S	Audit	CC FV AD	50,689	-3,260	Director
P-P-824(P07)-1	SULTAN	1st St	Contract Completion	CC	103,293	3,543	Director
Total SP Change					26,468		
UAP Program							
8-3-902(004)-2	COLVILLE	Railroad Street	Construction	CN	825,025	0	Director
8-1-204(003)-1	COVINGTON	SE 256th Street	Bid Award	CN BA	2,690,335	262,335	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2006 to 04/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-161(007)-1	EAST WENATCHEE	Eastmont Avenue and 15th Street NE	Bid Award	CN BA	1,367,300	0	Director
8-5-188(015)-1	KELSO	N Pacific Avenue	Bid Award	CN BA	669,890	0	Director
8-1-199(009)-1	LAKEWOOD	Bridgeport Way SW	Design	DE	0	0	Director
8-2-839(006)-1	LYNDEN	Main Street	Contract Completion	CC	612,625	0	Director
8-1-140(014)-1	LYNNWOOD	44th Avenue West	Contract Completion	CC	1,831,610	0	Director
8-1-140(015)-1	LYNNWOOD	Olympic View Drive	Contract Completion	CC	532,480	0	Director
8-1-205(002)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Construction	CN	3,558,765	0	Director
8-2-155(013)-1	MOUNT VERNON	College Way	Contract Completion	CC	925,000	0	Director
8-2-155(014)-1	MOUNT VERNON	Stewart Rd	Contract Completion	CC	636,255	0	Director
8-1-117(004)-1	PACIFIC	Ellingson Road	Bid Award	CN BA	1,564,720	661,620	Board
8-1-027(060)-1	PIERCE COUNTY	South Prairie Rd E	Construction	CN	1,760,000	0	Director
8-4-171(017)-1	RICHLAND	Lawless Dr/Wellsian Way/Thayer Dr	Design	DE	10,000	0	Director
8-1-101(147)-1	SEATTLE	South Jackson St	Bid Award	CN BA	1,273,000	0	Director
8-3-208(001)-1	SPOKANE VALLEY	Barker Road	Bid Award	BA	1,675,326	-696,834	Director
8-1-133(001)-1	STEILACOOM	Military Rd/Stevens St	Audit	CC FV AD	1,412,702	0	Director
8-1-128(086)-1	TACOMA	Norpoint Way	Contract Completion	CC	1,876,788	-122,314	Director
8-1-128(089)-1	TACOMA	South Tyler Street	Design	DE	644,800	0	Director
8-5-034(014)-1	THURSTON COUNTY	Dufferow Road SE	Construction	CN	471,200	0	Director
8-1-116(007)-1	TUKWILA	57th Ave S - Phase 1 (Design Only)	Contract Completion	BA CC	150,000	0	Director
Total UAP Change					104,807		
UCP Program							
9-P-103(006)-4	BELLEVUE	NE 8th Street Undercrossing	Contract Completion	CC	1,323,365	0	Director
9-P-103(007)-1	BELLEVUE	148th Avenue SE	Contract Completion	CC	1,125,157	-119,204	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-152(001)-4	BREMERTON	SR 3 / SR 304, Stage 4	Contract Completion	CC	445,013	-12,120	Director
9-P-112(002)-2	BURIEN	Highline Corridor Enhancement Project Stage 2	Bid Award	BA	1,771,848	0	Director
9-P-125(002)-1	BURIEN	1st Avenue South	Bid Award	BA	970,705	0	Director
9-P-139(001)-1	EDMONDS	Edmonds Multimodal Trans Center	Audit	BA CC AD	209,505	-20,697	Director
9-P-138(001)-2	EVERETT	112th Street	Bid Award	BA	2,497,740	0	Director
9-P-106(008)-1	KENT	South 228th St	Construction	CN	1,589,896	0	Director
9-P-106(008)-7	KENT	South 228th St	Bid Award	BA	464,179	0	Director
9-P-140(004)-1	LYNNWOOD	176th St SW	Contract Completion	CC	1,265,565	0	Director
9-P-143(002)-1	MARYSVILLE	State Avenue	Audit	CC FV AD	1,687,625	0	Director
9-P-148(002)-1	MILL CREEK	Dumas Road	Contract Completion	CC	3,091,388	0	Director
9-P-141(001)-1	MOUNTLAKE TERRACE	220th St SW	Contract Completion	CC	1,002,539	0	Director
9-E-174(003)-1	PASCO	Ainsworth Railroad Crossing (Construction Only)	Bid Award	BA	1,114,062	114,062	Director
9-W-158(002)-1	POULSBORO	SR 305	Construction	CN	3,272,000	0	Director
9-W-158(002)-2	POULSBORO	SR 305	Contract Completion	CC	220,000	0	Director
9-E-171(003)-1	RICHLAND	Gage Blvd/Center Parkway	Design	DE	600,000	0	Director
9-P-031(016)-1	SNOHOMISH COUNTY	20th Street SE	Design	DE	972,973	0	Director
9-E-032(004)-1	SPOKANE COUNTY	Evergreen Road	Audit	CC AD	3,782,705	0	Director
9-P-131(001)-2	SUMNER	24th Street East / SR 167 I/C	Audit	FV AD	1,183,292	0	Director
9-P-128(017)-1	TACOMA	D Street Overpass	Bid Award	BA	5,184,200	0	Director
9-W-196(005)-1	TUMWATER	Turnwater Blvd (Airdustrial Way)	Bid Award	CN BA	2,400,000	0	Director
9-P-198(006)-2	WOODINVILLE	131st Ave NE (SR 202)	Bid Award	CN BA	811,788	-72,718	Director
Total UCP Change						-110,677	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2006 to 04/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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Total Change 61,583

PND - Pending	CC - Contract Completion
PD - Pre-design	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	

Construction Phase Staff Review
Urban Arterial Program (UAP)
Board Meeting Date: January 25, 2002

REGION	Puget Sound	FUNDING YEAR	FY 2003
LEAD AGENCY	City of Lake Forest Park	PROJECT LENGTH	0.30 miles
PROJECT NUMBER	8-1-118(001)-1	FUNCT CLASS	Principal
PROJECT NAME	Bothell Way (SR 522) 35th Avenue NE to 38th Avenue NE	AADT	35,000
		VE STUDY	Not Required
		BID AWARD TARGET	Jul 2006

Phase		TIB Funds	Total Cost
DESIGN	Funds to be approved for Design	54,452	578,208
	Funds to be approved for Right of Way	42,728	1,004,870
CONSTRUCTION	Funds estimated for Construction	799,296	1,572,084
	TOTALS	896,476	3,155,162
NONELIGIBLE COST	\$416,376	TIB REIMBURSEMENT RATIO	28.4%

LOCAL MATCH	LAKE FOREST PARK \$101,452; WSDOT \$1,357,234; HES Funds \$400,000; Federal Funds \$300,000; King County Metro \$100,000 for a total of \$2,157,234		
EXISTING FACILITIES	Bothell Way (SR-522) is a five lane arterial with shoulders that are used as HOV lanes during the peak hour. In addition, there are no pedestrian facilities or access controls.		
PROJECT BENEFITS	<ul style="list-style-type: none"> • Improves safety • Controls access 		
PROPOSED WORK	This project adds a new traffic signal at NE 153rd Street and adds curb, gutter, sidewalk, illumination, drainage and water quality improvements along SR-522 between 35th Avenue NE and 38th Avenue NE.		
DISCUSSION	The city requests an increase of \$400,000 in UAP Funds as shown below.		
	Phase	TIB Funds	Total Cost
	Total at Application	496,476	871,476
	Total at Design	496,476 0.0%	871,476 0.0%
	Total at Construction	896,476 80.6%	3,155,162 262.0%
	Increase Request	400,000	2,283,686
		80.6% Increase	262.0% Increase
	The following have occurred since this project was originally selected in January 2002.		
	<ul style="list-style-type: none"> • The Nickel package was funded by the 2003 legislature. • It was determined to be more cost effective to combine the TIB and the Nickel projects. Lake Forest Park is a non-CA agency and unable to administer federal funds, and the two projects have 		

common boundaries.

- The cost of the project rose from \$871,476 to \$3,155,162 mostly from a \$930,000 increase in right-of-way costs, and a \$700,000 increase in retaining wall costs. The remainder of the increase is due to rising material costs and additional engineering.
- To cover the shortfall, the city has obtained the following additional funding: WSDOT \$1,357,234; STP funds \$300,000.
- The overall funding results in an increase, but has a net reduction in the TIB matching ratio from 57.0% to 36.4%

To avoid requesting an increase, the city has considered the following:

- Requesting a sidewalk deviation to avoid construction of retaining wall. This idea was eliminated because it is difficult to cross SR-522 due to width, speed, sight distance issues and a substandard walkway providing access to a transit stop.
- Requesting that WSDOT eliminate elements of the project to reduce costs. This would delay the project because of redesign, and would likely push construction to spring 2007.
- Requesting additional funds from WSDOT to cover the shortfall. This has been investigated and since timing and funding for nickel projects were specified by the Legislature, it is not possible to change the schedule or funding.

**STAFF
RECOMMENDATION**

Staff recommends approval of a \$400,000 increase in UAP funds.

BOARD ACTION

- Motion to approve a \$400,000 increase for Bothell Way (SR-522) bringing the total to \$896,476 in UAP funds.

Mayor
David R. Hutchinson

17425 Ballinger Way NE
Lake Forest Park, WA 98155-5556
Telephone: 206-368-5440
Fax: 206-364-6521
E-mail: cityhall@ci.lake-forest-park.wa.us
www.cityoflfp.com



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MAY 03 2006

TIB

Councilmembers
Don Fiene
Alan S. Kiest
Sandy Koppenol
Roger Olstad
Ed Sterner
Dwight A. Thompson
Donovan Tracy

April 25, 2006

Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: Bothell Way (SR 522) 35th Avenue NE to 38th Avenue NE
TIB Project No. 8-1-118(001)-1

Dear Mr. Gorcester:

The City of Lake Forest Park is requesting that the TIB approve a \$400,000 increase in TIB funds for this project.

Project Background: The Bothell Way (SR 522) 35th Avenue NE to 38th Avenue NE project is a joint project involving WSDOT and the City of Lake Forest Park. WSDOT's project is funded from the five cents/gallon gas tax ("Nickel Package") program which was created in the 2003 state legislative session. While Lake Forest Park's project included a new traffic signal at NE 153rd Street and pedestrian improvements in the vicinity of the intersection, WSDOT's project adjoined LFP's project and continued the pedestrian improvements to NE 145th Street and installed access management features. Both WSDOT and LFP felt that it would be more efficient if the two projects were combined into one joint project managed by WSDOT. Additionally, LFP's project administration efforts are reduced due to WSDOT assuming project development tasks that LFP would have performed as a non-CA agency with WSDOT oversight.

Cost Increases: Two cost estimates have been created for the project. The first estimate includes the entire scope of work for the combined project. The other estimate includes project costs pertaining to the original scope of work as described in LFP's application for TIB funding. The latter estimate was created in order to compare costs for LFP's scope of work to funds LFP is contributing to the project.

The budget scenario for the total project is as follows:

Total project cost: **\$6,897,928**

Available funding:

WSDOT Nickel Package	\$5,100,000
TIB funding through LFP	\$ 496,476



Federal HES funding through LFP	\$ 400,000
Federal STP(U) funding through LFP	\$ 300,000
King County DOT funding	\$ 100,000
Total funding available	<u>\$6,396,476</u>

Difference (Shortfall) \$ (501,452)

For the scope of work included in LFP's original TIB funding application, the budget scenario is as follows:

	Original Amount	Estimated Amount	Difference
Special Studies			
Design Engineering	\$ 95,580	\$ 578,208	\$ (482,628)
Right of Way	\$ 75,000	\$ 1,004,870	\$ (929,870)
Design Phase Total	\$ 170,580	\$ 1,583,078	\$ (1,412,498)
Construction Engineering	\$ 63,715	\$ 184,951	\$ (121,236)
Construction Other		\$ -	\$ -
Construction Contract	\$ 637,181	\$ 1,387,133	\$ (749,952)
Construction Phase Total	\$ 700,896	\$ 1,572,084	\$ (871,188)
Project Total	<u>\$ 871,476</u>	<u>\$ 3,155,162</u>	<u>\$ (2,283,686)</u>

The total amount of outside funding to date that LFP provides to the project is \$1,296,476 which is the "total funding available" amount shown above. The following table describes the project funding shortfall apportioned in accordance with available funds from the various funding sources:

**LFP Funding
Sources**

	Existing Amount	Funding %	Funds Needed	Difference
TIB	\$496,476	38.3%	\$1,208,246	(\$711,770)
Federal HES	\$400,000	30.9%	\$973,458	(\$573,458)
Federal STP(U)	\$300,000	23.1%	\$730,094	(\$430,094)
King County METRO	\$100,000	7.7%	\$243,365	(\$143,365)
	<u>\$1,296,476</u>		<u>\$3,155,163</u>	<u>(\$1,858,687)</u>

As these numbers describe, the overall project is estimated to be approximately \$500,000 over budget. WSDOT's cost estimates show that the scope of work attributed to LFP's original project is expected to cost approximately \$1.8 million more than the

April 25, 2006

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total amount of funds contributed to the project by LFP. The purpose of LFP's request for more TIB funding is to partially remedy this disparity between costs and funds provided.

As the table above demonstrates, cost increases are largely due to significant increases in right of way acquisition costs and construction costs. Construction cost increases are principally due to much higher retaining wall costs, \$734,000 as opposed to \$50,000 included for walls in the original cost estimate. Attached are cost estimates provided by WSDOT for both the overall project and the LFP portion along with LFP's original cost estimate that was included in the original TIB application.

In the event that TIB approves an additional \$400,000 to fund the project shortfall of approximately \$500,000, LFP will submit the construction prospectus and necessary supporting documents to prepare the project for WSDOT bid advertisement. In the event that LFP is not successful in securing additional TIB funds, WSDOT will evaluate the project and consider eliminating some project features in order to reduce costs. This evaluation is dependent on WSDOT's estimate of total right of way acquisition costs. The overall right of way cost estimate is expected to be completed in early May 2006. If WSDOT's cost evaluation reveals a need to reduce costs by eliminating project features, this will likely result in a project delay.

The City of Lake Forest Park is eager to prepare this project for the commencement of construction and hopes that the TIB Board sees fit to provide additional funding to this much needed project. If you have any questions, please don't hesitate to contact me at (206) 957-2824.

Sincerely,



Neil Jensen, P.E.
City Engineer

Attachments

cc: File



State of Washington

Transportation Improvement Board

FY 2008 Program Sizes and Schedule

May 18, 2006

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure TIB offers an annual call for projects for its major funding programs. For the first few years, a funding program has a minimal impact on appropriation authority and cash flow. As projects progress, there is an increase in demand for cash, which drains incoming revenue and reserves.

STATUS

For FY 2008, the projected appropriation balances and cash flow demands will permit a call for projects in each of the major funding programs, but the maximum program size is smaller than in previous years.

SCHEDULE

Each year the Board adopts a priority array schedule that is released immediately following the May meeting. Staff recommends the following schedule for the FY 2008 call for projects:

Date	Milestone
June 1, 2006	Call for projects announced
June 5-16, 2006	Funding workshops scheduled across the state
August 31, 2006	Deadline for applications to be received or postmarked
September-October 2006	Application evaluation and field reviews
November 17, 2006	Board selects projects at Federal Way Board Meeting

INVESTMENT

Staff recommends the following program sizes:

Transportation Improvement Account	
Urban Corridor Program	\$25 - 27 million
Urban Arterial Trust Account	
Urban Arterial Program	\$25 - 30 million
Small City Arterial Program	\$ 5 - 8 million
Sidewalk Program	\$ 2 - 3 million
Total UATA	\$32 - 41 million
TOTAL AWARD	\$57 - 68 million

JUSTIFICATION

Issues reviewed when establishing program sizes:

- \$25 million minimum program size
- Weak revenue forecasts
- Adverse effects of cancellations on projects
- Aggressive project closeout activity
- Withdrawals
 - Spokane Valley
 - Bothell
 - Cashmere
- Increases/surpluses
- Outstanding obligations
 - TIA - \$197 million
 - UATA - \$147 million
- Bond debt service
 - TIA bond sale of \$7.0 million
 - UATA bond debt retiring

RECOMMENDATION

Staff recommends the Board approve the call for projects schedule and proposed FY 2008 program size as presented.